

# EAA 723



## Message from the chapter President

Last month I was speaking about wake turbulence. Lo and behold, I was flying with my son in my Express behind a Gulfstream approaching runway 26. About 50 ft over the runway got hit with wake turbulence followed by about 45 degrees bank. The pucker factor got pretty high for a couple of seconds.

We went around, and everything work out. This was a good lesson for both of us. That is, stay higher on the glide path and be ready to go around.

I look forward to seeing you this Saturday.

Fly safe,

Ali

# Safety Corner

## Safety Article

On January 31, 2024, about 17:22 central standard time, a Piper PA-28-180, was substantially damaged when it was involved in an accident near Conway, Arkansas. The flight instructor and student pilot were not injured.

The student pilot reported that before the flight, the airplane was serviced with 48 gallons of

100 low lead fuel and he and the flight instructor visually checked the fuel during their preflight inspection. During the flight, he performed one touch-and-go landing, then continued in the traffic pattern. While on the downwind leg, he reported that the flight instructor explained the airplane's fuel system and how to change fuel tanks. Then while

performing the pre-landing checklist, the flight instructor directed him to change from the right fuel tank to the left fuel tank. Before turning on the base leg, he noted that the engine was not responding to his throttle inputs. The flight instructor took control of the airplane and performed a forced landing to a field. After coming to rest, he positioned the fuel selector handle to the off position and exited the airplane. He also reported that he had accumulated 13.3 hours of flight training in the last 12 months, of which 1.2 hours were in the accident airplane make and model.

The flight instructor reported that during the instructional flight he was explaining various details about the airplane. They had completed one touch-and-go landing and were on the downwind leg when their preset fuel reminder alerted on the GPS. He directed the student to turn on the fuel pump and position the fuel selector to the left tank. During the pre-landing procedures, the student alerted him that the engine experienced a loss of power. He performed a forced landing to a field, then "shut off" the airplane and exited. He added that he did not direct the student to switch the fuel selector to OFF after the accident and he did not recall any post accident discussion about the fuel selector. During the accident flight, he did not observe the position of the fuel selector since it was on the opposite side of the student's leg on the side wall of the airplane.



Post-accident examination of the airplane revealed that the nose landing gear had collapsed, and the right wing sustained substantial damage during the accident sequence. The FAA inspector documented the position of the fuel selector, and it was positioned toward OFF, but was not completely seated in the detent. The FAA inspector later completed a detailed examination and determined that the fuel selector valve worked as expected with a steady flow of fuel when positioned to the left tank and right tank positions.

There was no fuel flow when positioned to OFF. When the handle was moved to the same position where it was found after the accident, there was a "slight stream of fuel" produced. There were no other pre-accident mechanical malfunctions or anomalies that would have precluded normal operation.

An examination of the airplane's maintenance records revealed no evidence of any uncorrected mechanical discrepancies with the airframe or the engine.

### **Check Out and Explore our New Website. [EAA723.org](http://EAA723.org)**

- **There are several pages of interest.**
- **Young Eagles Page and Events**
- **IMC Club and Schedule.**
- **Aviation Explorer Activities**
  
- **Follow Events and Blog Pages.**



# Hangar Happenings: BY DOUG WAGNER

The explorer cadets helped clean the hangar and work areas while having their meeting. They did a nice cleaning job on the hangar door and all around the hangar.

Robert was able to sell some of the excess tools we acquired from cleaning out a few hangars that donated the tools.

Mike Adams made nice a table for the Wright Room that sits under the TV. It fits better than the larger white table we were using. Easier to get around the room.

Tom Swires is a new chapter member, and he purchased the Zenith project that was in the hangar next to the refrigerators. Tom is working on finishing the plane.

Builder activities:

- Tim Patrick has the Red Savannah. Tim has added some door fasteners to keep the doors closed tighter. He was seeing some increased air flow when he went flew faster.
- Doug Wagner with the EZE has been working the fuel systems and getting close to doing fuel flow test.
- Mike Fountain with the Quickie 2 is 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 is flying it.
- 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.
- Tom Swires is doing inventory of the kit and getting the area cleaned and making plans on what he needs to do.

## EAA 723 CHAPTER STORE

DONATED ITEMS FOR SALE

TOOLS, POWER EQUIPMENT, AIRPLANE PARTS AND AIRPLANES.

CONTACT: ROBERT APPLEFORD 805-796-9490

ROAPPLECART@GMAIL.COM

Zenith 601 Experimental Aircraft, flying	57,500.00
Delta Planner	850.00
Big Jo forklift	1750.00
Segway SE X2 off road and turf models	inq.
Grumann Traveler plane for parts	inq.
Cessna Wheel pants	150.00
Hand Tow bar	30.00
Shop Smith Mark V combo saw	750.00
Cessna Spinners	inq.
Mags and many engine parts	inq.

# Chapter Information

## **Chapter Board**

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