

# WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ♦ Seattle, Washington ♦ Volume 16, Number 12 ♦ Dec 2008

## NEXT MEETING:

2<sup>nd</sup> Thursday of the Month  
Dec 11<sup>th</sup>, 2008  
6:00 PM

## LOCATION

Arrival Building at Boeing Field

## Chapter Web

### Page

[www.eaa26.org](http://www.eaa26.org)

## DECEMBER MEETING

### Holiday Potluck!

**WHEN:** Thursday December 11th Arrive/Set-up/Social 6:00, Start eating around 7:00

**WHERE:** Arrival building at Boeing Field. (Glass door entrance south of the new main Brick Terminal). Parking is available in main terminal parking. Look for Big Blue EAA Sign!)

**BRING:** One of the following, you decide:

Side dish	Bread or Rolls
Salad	Desert

Chapter will provide turkey, ham, beverages and dishes & utensils.

**Notes:** .

Dress in layers, bring a sweater. With lots of glass windows room can be cool. Nice restrooms but no kitchen. Dishes should be brought ready to serve. Plan to clean up dishes at home. There are plug-ins for crock pots etc. Will be starting set up and decorating around 5:00 in case anyone wants to help!!

## FUTURE EVENTS

Jan 1 – Traditional Chapter 26 New Year's Day Fly-Out/Drive Out, 11:30 AM Thun Field

Feb 21-22: NW Aviation Conference and Trade show, Puyallup.

### 2008 OFFICERS

President: Tom Osmundson  
253.239.6175  
dieselfume@dieselfume.com

Vice Pres: Ron Borovec  
425.488.8145  
ronborovec@verizon.net

Secretary: Don Davis  
425.822.3439

Treasurer: Tony Livic  
206.842.0754  
aglivic@hotmail.com

### PROGRAM CHAIRS

Tech Counselor: Jim Huber  
253.630.1689

Flight Advisor: Ross Mahon  
206.550.9526  
Rossair@aol.com

Young Eagles: Kent Loos  
206.818.9937  
gofly77@comcast.net

Fly-Outs: Cecil Hendricks  
360.894.7144

Video Library: Steve Crider  
253.630.6114

Photo Records: Don Davis  
425.822.3439

Newsletter Editor: Ron Wanttaja  
253.833.7394  
Ron@Wanttaja.com

### PRESIDENT'S MESSAGE...

## Some Uncertain Holidays

Well, we've all become aware of the state of the US economy. In some ways we've been lucky here in the Northwest. Watching the TV news the evening before Thanksgiving I recall hearing SeaTac employees say the airport almost looked like a ghost town was yet another indication that aviation is going to have a rough road ahead. I imagine things might be getting pretty quiet around local FBOs (if they are not quiet already).

Manufacturers face deferred deliveries on their backlog of jet orders, and layoffs have already started at Cessna, some of those occurring in Oregon. Eclipse aviation has already filed chapter 11, hoping for approval of restructuring. The gloom and doom for aviation doesn't appear to be to the same level as the big three automakers. The troubles with GM hit home for me when I heard the GM factory my grandfather retired from was closing, in Janesville, WI. On the return trip from Oshkosh I happened to get a good photo of the factory as we approached the airport. Building vehicles since 1919, production will stop December 23rd.

However, some out there than can buy new cars are doing just that to do their part to help out the automakers. Perhaps for some of us that could afford working on their instrument or multi engine rating (or finishing their private license) should consider it in 2009.

One of my concerns is with local government. There are lots of little airports owned



*(Continued next page)*

## ***President's Message (Continued)***

by counties and small towns. As these local governments struggle to juggle their finances, what will become of these airports? Will they be able to weather this recession? Pierce County became new owners to the Tacoma Narrows, purchased from the city of Tacoma. The story there was hopeful that this would be a chance for the airport to break away from a decade of near zero development.

On a positive note, this EAA chapter will continue business as

usual. We have our annual Christmas party coming up this Thursday, and the New Year's Day fly out to Thun Field. As usual, if you have any ideas for presentations, project visits, or fly-outs, let me or another chapter officer know.

Tom



## **News from National**



*From [www.eaa.org](http://www.eaa.org)*

### **FAA Adds 60 Days to Parachute Repack Interval**

The FAA has extended the time period for mandatory inspection and repacking of reserve and emergency parachutes from 120 to 180 days. The final rule, which goes into effect on December 19, 2008, affects reserve parachutes worn by skydivers and smokejumpers as well as emergency parachutes worn by pilots flying aerobatic aircraft or gliders, test pilots, and others.

In agreeing to the extension, the FAA recognized new reliability data from the parachute industry and others indicating the packing interval should be increased. In its final rule, the FAA reported that numerous experts asserted that modern parachute materials last longer when the packing interval is longer than 120 days and that too-frequent packing shortens the life of the materials. Those experts found that the parachutes' porosity was affected by handling and manipulation while being packed.

Both EAA and the International Aerobatic Club strongly supported the rulemaking change.

### **Johnson Completes Transcontinental Biofuel Flight**

On Sunday, November 2, Len Johnson landed safely at the historic First Flight Airport (FFA) in Kill Devil Hills, North Carolina, completing his transcontinental flight in a homebuilt Cozy MKIV, powered by a Lycoming O-360 using biofuel. Johnson, EAA 660805, was welcomed by a group of supporters and was presented a Wright Brothers National Memorial "Monument Replica" from the First Flight Foundation.

Johnson's transcontinental flight began in Chino, California, on Tuesday, October 28, with refueling stops in Texas, Arkansas, and Tennessee. The flight was the first initiative in the "Get The Lead Out" campaign, an undertaking by LookLocal to help spread fuel alternative awareness by promoting the replacement of 100LL with a green, unleaded alternative within the next 10 years.

## Both Sides Now

I once heard that only two types of people look at clouds: Pilots and children.

"Guilty on both charges, your honor...."

I'm rather fortunate to live on the west hill of Auburn, overlooking the airport and with a gorgeous view of the Cascades...including Mount Rainier. I see a wide variety of clouds...from below, mostly, of course, but sometimes from above, too (fog!).

Here's some of the cloud photos I've taken of Mt. Rainier and the immediate environment.

*Rows and flows of angel hair  
And ice cream castles in the air  
And feather canyons everywhere  
I've looked at clouds that way*

*But now they only block the sun  
They rain and snow on everyone  
So many things I would have done  
But clouds got in my way*

*I've looked at clouds from both sides now  
From up and down, and still somehow  
It's cloud illusions I recall  
I really don't know clouds...at all  
- Joni Mitchell, "Both Sides Now"*



*The Auburn valley fogged-in, with the hillsides clear.  
My house is about 400 feet MSL, the valley is at 60.*

*The top of the mountain casting a shadow at sunrise on a thin layer*



**Both Sides Now (Continued)**



*Last week's  
lenticular  
cloud array*



*This is a composite of three photos, showing a large cloud mass over the Cascade Foothills east of Auburn several years ago. This was not, apparently, a thunderstorm (no lighting/thunder, or rain reported by a friend below). It appears to be a couple of ordinary cumulus clouds near a large, flat lenticular cloud.*

## **On the Wreckord**

### **Recent Homebuilt Accidents from the NTSB Web Page**

Velocity RG - Florida: The pilot was taking his airplane on a test flight. On takeoff at an altitude of about 50 feet, the engine lost power and began to surge. The airplane leveled off, began banking to the left, and impacted the ground. Examination of the right wing revealed that the right wing tank was not breached and was empty of fuel. Examination of the left wing revealed that the fuel tank was breached, but there was no evidence of fuel found in the debris field. Two fatal.

RV-7A - Michigan: The pilot reported that during the landing he let the "nose come down and used brakes which caused the low clearance gear leg to dig in and begin bending." The airplane's propeller and wing subsequently contacted the "undulating" grass strip. The pilot reported no mechanical malfunctions with the airplane during the accident flight. The pilot's safety recommendation was to replace the accident gear leg with the "new revision ... from Vans [aircraft] which has greater ground clearance."

Lancair IV – Virginia: Twelve miles from his departure airport, the pilot suddenly smelled smoke. He turned towards the airport and turned off the battery and alternator switches.

As the pilot flew the airplane on to the final, the smoke was "very heavy and thick." After landing, the pilot opened the door and the smoke was "immediately" evacuated. The pilot observed that everything now seemed normal and taxied the airplane to its hangar and shut down the engine. Upon exiting the airplane and looking toward the rear of the airplane, he was shocked to see "billowing clouds of black and gray acrid smoke." The pilot accessed the rear battery and discharged the fire extinguisher into the battery area. The battery had a

visible flame for a "few seconds" and he discharged the fire extinguisher once again. When the "dust" from the fire extinguisher had settled, he observed a red glow in the center of the battery box.

Nieuport 28 Replica – New York: The accident flight was a two airplane aerial demonstration of World War I vintage aircraft simulating a "dogfight" (at Old Rheinbeck) The other airplane participating in the demonstration was a Fokker DR-1. The entire flight was conducted about 300 feet above ground level.

At one point in the show, the Fokker pilot noticed the Nieuport beginning a left turn. He looked away for a moment, and he next saw the Nieuport in "what looked to be a 3 turn spin to the left," before it disappeared into the trees below.

Excalibur – Washington: While in cruise flight approximately 600 feet AGL the pilot heard a loud bang and the airplane entered a right turn. The pilot used aileron to counteract the turn; however, the airplane descended into the reservoir below. Post accident inspection showed that the rivets securing the rudder pedals had sheared in overload and there was no evidence of corrosion.

The kit supplier indicated that the rivets could be put under excessive stress while operating the airplane over gross weight and/or powering the airplane with an engine that produces over 65 horsepower. The engine installed in the airframe produced 85 horsepower. As a result of the accident, the kit supplier suggested that the builders include a rudder pedal security check and if they are loose, replace two of the three rivets with two bolts. All future designs kits produced and shipped will include the bolts.

## ***Marketplace***

Estate sale: Acrosport 1 project sitting on gear ready to cover. Acrosport 2 project, substantially complete. Two IO-360 engines, additional Acro 2 fuselages, additional parts, materials, and shop tools. Located in heated hangar in Salt Lake City, to be sold by email bids. Contact Lyle at: 1-801-621-2087, or Email: [rwacro@gmail.com](mailto:rwacro@gmail.com).

RV-10 Tail Section for sale: 95% complete). Skip Feher 425 677-5335

Condo T-Hangar at Olympia Regional Airport, Washington for sale. Hangar Number I-5, 1620 Sq. Ft., 44 ft 4" wide door opening - electrically operated bifold door. Two years old with epoxy sealed floor. 110/ 240 volt , 60 amp electrical service on separate meter. \$89,500. Mike and Arlene Dougherty, 253-880-6690.

For sale: Geoff Sharples' 1956 C-172. 2500 TT, and ten hours SMOH. Exterior and interior are original (and look it) but the seats have been re-upholstered. Asking around \$25,000. Contact Jim Huber at 253-630-1689, or email him at [james.huber@comcast.net](mailto:james.huber@comcast.net).

Zenair 601 HDS Project for sale: Firewall back, including fairings, LR fuel tanks, and lights. Price negotiable. Terry Wilson, 206 522-4006.

Former EAA member Keith Klinck recently passed away and his wife Helen has his Smyth Sidewinder project up for sale. This is a 1960's vintage design, all metal, tricycle gear configuration somewhat similar to an RV-6. The project has a completed fuselage and many other component parts and aluminum sheet. For more information call Ron Klinck at 425.739.0715.

For sale: Tires – 15/6.00-5, 6ply, 2 tires, 2 tubes. Brand new, unused, with yellow tag. These are retread tires that are heavier duty than standard – With deeper treads and harder rubber they'll last longer than new. \$125 for the set. Ross Mahon 206.550.9526 or [Rossair@aol.com](mailto:Rossair@aol.com)

Wanted: Lycoming O-235 engine, will consider any version, prefer run out engine in need of overhaul. Ross Mahon 206.550.9526 or [Rossair@aol.com](mailto:Rossair@aol.com)

### **EAA CHAPTER 26 - MEMBERSHIP INFO**

- Dues are \$16.50 per year, due in **January**.
- If you are a prospective new member we will be happy to send you a couple of complimentary newsletters.
- Please fill out the membership form.
- Make checks payable to "EAA Chapter 26", and pay Treasurer at the next meeting or mail your check to:

EAA 26,  
c/o Tony Livic  
3546 Gangmarken Ln NE  
Bainbridge Island WA 98110

(Note: Members who have not paid by March will no longer receive a newsletter)