

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XX No. 1 ❖ Jan 2012

NEXT MEETING:

2nd Thursday of the Month
January 12th, 2012
7:30 PM

LOCATION

Opportunity
Skyway Bldg.
6524 Warsaw St.
S. (N.W. Corner of
Boeing Field)

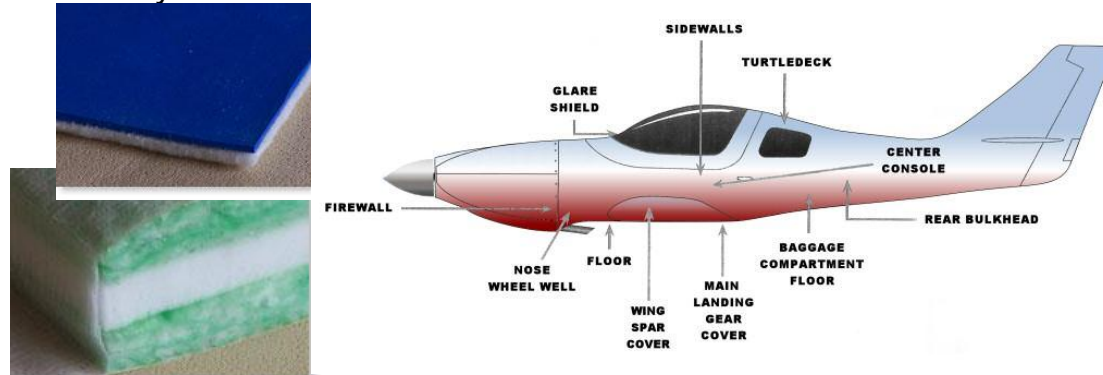
Chapter Web Page

www.eaa26.org

JANUARY MEETING

Acoustic Treatments for Aircraft interiors

Dan Newland is President of [Pegasus Aeromarine Inc](http://www.pegasusaero.com) and an expert on acoustic treatments and interiors for aircraft. He will give a hands-on discussion and demonstration of acoustic treatments for the interiors of aircraft. He indicates these are all passive acoustic (and thermal) treatments. He will demonstrate with hands - on fuselage models the difference between vibration treatment and noise treatment and the 2 different types of treatments for both. He says these will effectively show how important each is and that you will be able to hear the difference.



FUTURE EVENTS

Feb 25-26: [Northwest Aviation Conference & Trade Show](http://www.nwaviation.com)
Western Washington
Fairgrounds
Puyallup, WA

Reno Air Racing Moving Forward With 2012 Race Plans

Blue ribbon panel to study possible changes to ensure safety

Citing an overwhelming desire by the aviation, aviation racing, and local communities, the Reno Air Racing Association (RARA) is moving forward with plans to hold the 49th Reno National Air Races September 12-16, 2012, at Stead Airport, said Mike Houghton, RARA president and CEO, at a press conference Wednesday in Reno, Nevada.

With several sponsors, fans, and victims in attendance, Houghton said the association is in the process of acquiring the permits and FAA waivers required to hold the event. As plans for the event proceed, an appointed Blue Ribbon panel of aviation experts will study all aspects of the races - both on and off the pylon course - to determine what can be done in the areas of safety. If for any reason it is determined that the air races cannot be held, Houghton said an alternative aviation event and memorial tribute to the 2011 victims would be organized. *(ed note: I hope they are able to secure permits and insurance. If 2012 ends up as an event and not a race, racing may not come back for some time I fear.)*

Wag-Aero Co-Founder Passes Away

Wag-Aero co-founder Richard "Dick" Wagner, formerly EAA 25491, VAA 4, passed away at his Lyons, Wisconsin, home on New Year's Day. He was 74. An active member of EAA from the 1960s into the 1990s, he was one of the founding members of EAA's Antique/Classic Division, serving as its first secretary.

"Dick approached everything in life with zest and determination," said Tom Poberezny, EAA chairman emeritus. "He'd do what he said and get it done."

Afghan Scratchbuilt Design Makes Short Flight

A 25-year-old Afghan aviation enthusiast successfully flew his scratchbuilt aircraft recently from a remote runway in northern Afghanistan. Sabir Shah is the latest self-taught homebuilder to improvise an aircraft from available parts in a challenging part of the world. Shah's design is based on one he saw on the Internet and appears to best resemble a trike. The body is fiberglass, which he fabricated from plaster molds, but other parts are scrounged from a rickshaw, a Toyota Yaris, and two second-hand engines.

New FAA 51% Checklists Smooth Homebuilt Inspections

Gyroplanes, rotorcraft, weight-shift among included groups with new guidelines

The FAA has responded to a request made last year by EAA at the annual EAA/FAA Recreational Aviation Summit by [issuing new guidelines](#) for homebuilders of helicopter, gyroplane, weight-shift control and powered parachute aircraft. The prototype Amateur-Built Fabrication and Assembly Checklists for these aircraft types will ease the uncertainty for builders who are constructing projects not listed on the FAA's approved kit list. The previous checklist, found in FAA Order 8130.35, was specific to fix-wing aircraft only. The new prototype checklists will be incorporated into the next revision of the FAA Order.

In a story also reported by Aero-News Network this week, the new checklists provide guidance for Designated Airworthiness Representatives (DARs) and FAA inspectors in the field. The checklists will make it easier for builders to determine whether a project meets the "51 percent rule" to achieve Experimental/Amateur-Built airworthiness approval.

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PRESIDENT'S MESSAGE...

Happy New Year!

It has only been 23 years since I flew a light plane. As a 46 year member of EAA (I started young), I have always had a passionate interest in airplanes. But when I was actually flying, I discovered that just flying cross country could be kind of boring for me.

So what with the pull between money and time, I just let it slip. Back then I had either the money or time, but not both. Now I have some of both and have started to think seriously about it again.

A young friend of the family got really interested in aviation and his grandparents asked me where he should take lessons. Naturally I asked Ross Mahon, our resident, if unofficial, instructor expert. He suggested Snohomish Flying Service at Harvey Field. That is close to me and I had already been thinking about them for a couple of years. Thinking, but not doing much, that is.

So I contacted Snohomish Flying Service about a demo flight. Not a big commitment, just check it out. Which is just as well. As soon as a pilot inquires about renting their airplanes you get hit with every barrel they have. They email you tests for airplane and FAA regs familiarity and tell you to bring lots of ID. All you guys who are current know it is not that big a deal, it is just the air you breathe. If you are new or have been away for a while, it is a big deal.

I wanted to stick to a Light Sport airplane. I am an old Private Pilot but I thought I would just pass on the whole medical thing for now. The Light Sport choice at Snohomish Flying Service is an Aeronca Champ or an Evektor Sportstar. The Sportstar is about the homeliest low wing tricycle gear airplane I have ever seen, but I did not want to deal with the taildragger Champ. The Sportstar it would be.

We just went for a flight, no stress. Not really an instructional flight, just checking it out. So we took off. Right there I saw that transition of view from on the ground to a couple hundred feet up. On the ground is one perspective, a couple thousand feet up is another, where the ground looks more like a map. But when you are just taking off is when for me it looks really different. You really are going flying. You are up there, but not so far up you lose the sense of height. Wow. I had forgotten what that was like.

We climbed out from Harvey and headed down the valley to Snoqualmie Falls. Even at just 95 knots you cover quite a bit of territory. For fast transportation these airplanes really do work. At least once they are in the air. So we just went down circled the Falls and went back to Harvey. That would have been a fair trip in a car.

(Continued)

PRESIDENT'S MESSAGE... (Continued)

Back in the pattern we did three full stop landings. That is where the rust really shows. I can fly around, no problem. A landing at Harvey, particularly from the north, is way more challenging. I have a lot to learn, or relearn, and the instructor really earned his fee making it safe.

OK, I have decided to keep going. The next flight is going to be real instruction.

The real breakthrough for me is realizing I need to choose the kind of flying I do. If cross country is boring don't do it. Unless I really want to go somewhere. I see that there is plenty of challenging flying I can do, brushing up on old skills, and learning lots of new ones.

I am looking forward to a new year with you, and wish everyone safe flying. See you at the chapter meeting this Thursday.

Ron

PILOT PRE-BRIEFING VIA THE INTERNET by Allen Kam from NOAA.

The Greater Seattle Chapter of the 99s is sponsoring a weather related talk by Allen Kam from NOAA. He will talk about pilot briefings via the internet. It should be very informative and will last about 2 hours with lots of time to ask questions. If you have ever not understood what they are saying or really mean on the internet weather sources he can help.

Next Wednesday, 11 January 2011, 6pm.

Embry-Riddle Aeronautical University, Seattle (Renton) Campus.
1000 Oakesdale Ave. SW, Suite 110, Renton.
Please RSVP so we know who may attend, prep info packets and space. We think it will be well attended.

Marty Vale
Vice Chairman
Greater Seattle Chapter 99s
425-770-9577

There's an AC for that...

Over the next several months I'm going to present several FAA publications, typically AC material, helpful to the homebuilder, owner/operator, or amateur airplane designer. All are available free to download from <http://rgl.faa.gov/>

AC 20-27G

Certification and Operation of Amateur-Built Aircraft

This Advisory Circular (AC) provides information about 21.191(g) for the purpose of operating amateur-built aircraft. Basically this AC is a guide stepping the amateur aircraft builder through all of the paperwork and checklists required to certificate your airplane, flying off the Phase 1 flight testing, and finally – operating your amateur build aircraft. This AC helps navigate you through several

Oddball's Technical Counselor Corner

FAA forms, with several representative examples filled out. Interestingly, the "51% checklist" in Appendix 8 is under revision as noted in the EAA National news section article on page 2 of this newsletter. The links found in that EAA article go to proposed draft versions of the new checklists, as well as an updated approved kit listing. New to these checklists are multiple versions specific to fixed wing, helicopter, gyrocopter, weight shift, and powered parachute. I would expect in the next year or two that AC 20-27G will be updated to 20-27H upon approval of these updates.

Happy building!

Oddball –aka- Tom Osmundson,
EAA 26 Tech Counselor

Opportunity Skyway Air Academy -- Aviation Library Inventory

Here's a list of Technical, Fiction, and Non-Fiction books available at our meeting location at Boeing Field. Thanks to Tom Susor, our Treasurer, for passing along the list.

Inventory dated 8/15/2011 (TGS):

File	Title	Author	Year	#pp
AviaTech	A Field Guide to Airplanes	Montgomery/Foster	1984	212
AviaFict	A Hostage to Fortune	Gann, Ernest	1989	504
AviaHist	A Sky of My Own	Bernheim, Molly	1959	244
AviaFict	Above & Beyond	Dunmore, Spencer	1996	384
AviaHist	Age of the Biplane	Bowyer, Chaz	1981	191
AviaHist	Air Adventure	Seabrook, William	1933	228
AviaTech	Airliners 1919 thru 1939	Munson, Kenneth	1972	186
AviaFict	Alaska Justice	Kincaid	2007	306
AviaHist	Alone & Unarmed	Kowalik, Ernest	2005	309
Educa	Applied Engineering Mechanics	Jensen, Alfred	1947	316
Educa	Applied Strength of Materials	Jensen, Alfred	1957	343
Arch	Architectural Drawing & Light Construction	Muller	1962	450
Arch	Architectural Graphic Standards; 17th Ed AIA	Sleeper, Ramsey	1989	499
Arch	Architecture: Residential Drawing & Design	Kicklighter, Clois	1984	524
AviaArt	Art of W. Phillips: Glory of Flight	Park, Edwards	1994	172
Arch	Basic Carpentry	Capotosto, John	1975	325
AviaFict	Blaze of Noon	Gann, Ernest	1946	310
GenHist	BMW	Norbye, Jan	1984	256
AviaTech	Building & Flying Indoor Model Airplanes	Williams, Ron	1984	271
Arch	Building Construction Illustrated; 2nd Ed	Ching & Adams	1991	- - -
Arch	Byers Directory: 2003	Log Homes Illustrated	2003	258
Arch	Cabinet Making & Millwork	Feirer, John	1982	992
AviaTech	Cessna 120 Operation Manual	Cessna	1987	- - -
AviaTech	Cessna 152 Aerobat Information Manual	Cessna	1981	- - -
AviaTech	Cessna 152 Information Manual	Cessna	1984	83
AviaTech	Cessna 172N Operating Handbook	Cessna	1977	- - -
AviaTech	Cessna 172RG Information Manual	Cessna	1981	- - -
AviaHist	Civil Airliners Since 1946	Munson, Kenneth	1967	172

Opportunity Skyway Air Academy -- Aviation Library Inventory (Continued)

Inventory dated 8/15/2011 (TGS):

File	Title	Author	Year	#pp
Arch	Complete Dovetail	Kirby, Ian	1999	151
ArchEd	Crown Molding, Dormer, April/May	Fine Homebuilding	2000	170
Art	Exploring Colored Pencil	Angelo, McFall-	1999	144
AviaTng	FAR/AIM	FAA	2009	
AviaHist	First Flight Around the World	Glines, C. / Cohen, S.	2000	120
AviaTng	Flight Training Handbook	FAA	1981	325
AviaHist	Flight: A Celebration 100 Years In Art & Literature NASA	Collins-Gdyr, Launius, Springer	2003	240
Gen	Fluid Power	NAVPERS 16193-A	1966	234
AviaTng	Flying a Floatplane	Faure, Marin	1985	249
AviaHist	Flying Legends	Tony Holmes & J.M. Dibbs	1998	243
SciFi	Free Flight	Terman, Douglas	1980	349
AviaHist	Global Mission	Arnold, "Hap"	1948	626
Arch	Holiday Homes: Build it Yourself Handbook	Corey, Paul	1967	245
AviaHist	Homestead Grays	Wylie, James	1977	382
Gen	How to be Your Own Best Friend	Newman & Berkowitz	1921	56
AviaTng	How to Crash an Airplane (and Survive)	Wilson, Mick	1991	81
AviaArt	How to Draw Aircraft Like a Pro	Whyte/C&A Cooper	2001	159
ArchEd	How to Work With Tools & Wood 1972 Ed	Campbell/Mager	1952	488
AviaHist	Images of Aviation: Boeing Field	Graff, Cory	2008	128
Gen	Industrial Arts: Safety Guide	SPS	1976	
AviaHist	Lindbergh	Berg, A. Scott	1998	628
AviaHist	Los Angeles Aeronautics	Northrop Univ	1973	224
Hist	Mountain Men, Fur Traders of the Far West	Carter, Harvey	1982	401
MachEd	Oct/Nov Vol. 15, # 5	Machinist's Workshop	2002	52
AviaTng	One Zero Charlie	Gonzales, Lawrence	1992	272
AviaHist	Pilots of the Panhandle	Ruotsala, Jim	1997	120
Fiction	Running from Safety	Bach, Richard	1994	346
Arch	Short Log & Timber Building Book	Mitchell, James	1984	282
Fiction	Stories of Adventure	London, Jack	1980	482
AviaHist	Success on the Step: Kenmore - Greg Monroe	Faure	2004	432
AviaTng	Survival Sense for Pilots	LaValla/Stoffel	1989	160
Arch	The Country's Best Log Homes	2003 Buyers Guide	2003	322

Opportunity Skyway Air Academy -- Aviation Library Inventory (Continued)

Inventory dated 8/15/2011 (TGS):

File	Title	Author	Year	#pp
AviaHist	The Dakota: DC3 Story	Berge/Viasoff	1980	191
Gen	The Stars: A New Way to See Them	Rey, H.A.	1952	160
AviaFict	There's No Such Place As Far Away - R. Bach	Bach, Richard	1979	- - -
ArchEd	Tools & Shops Annual	Fine Wood Working	2002	134
AviaHist	Tuskegee's Heroes - Bill Hollister	Cooper, C. & A.	1996	156
AviaTng	Water Flying	Kurt/Langewiesche	1974	272
AviaHist	West With the Night	Markham, Beryl	1942	294
Arch	Western Ranch Houses: Sunset	May, Cliff	1947	158
AviaHist	Wings Over the Alaska Highway	McAllister/Corley-Smith	2001	208
AviaHist	Women of the Air	Lomax, Judy	1986	216
ArchEd	Wood & How to Dry It	Fine Wood Working	1986	106

Tom Susor

Project update – Tracy’s “Banty”

Here is a recent pic of my project. Also, I have been finishing the cowl and first fuel tank recently. The cowl is down to only numerous pinholes after two full primer layers and the tank passed the tub pressure test the first try.

Tracy



On the Wreckord

Recent Homebuilt Accidents from the NTSB Web Page

Lancair – Tennessee: The pilot taxied to the runway for the purpose of performing a high speed taxi run. After an engine run-up, he latched the two canopy latches on the right side and scanned the instrument panel, noticing that the cylinder head temperature and oil temperature were rising. His attention was diverted in concern of the rising temperature and did latch the two latches on the left side of the canopy. He started the takeoff roll and after becoming airborne, he noticed the canopy opening on the left side. The pilot attempted to latch the canopy, but realized it would take both hands, and continued to climb to pattern altitude while trimming the aircraft for better airspeed control. He then pulled the throttle back to slow the airspeed and attempted to latch the canopy. The canopy started flapping up and down, and when he tried to secure it shut with his hands he was not be able to control the airplane. He stated that debris was flying everywhere and the wind blew off his headset. When he realized that he was getting low he added full engine power and looked for a clear area; shortly thereafter the airplane collided with the ground.

Ultracruiser - Ohio: The student pilot landed on a strip of grass about 1,500 feet long near his friend's house. After landing, the tailwheel airplane sustained substantial damage when it came to an abrupt stop while taxiing in the rough terrain. The pilot said that the airplane's nose went forward, the propeller impacted the terrain, and then the fuselage came back down. The pilot reported no mechanical malfunctions with the airplane in reference to the flight.

Quicksilver - Florida: The pilot completed an engine-run up check, noting no anomalies. Upon reaching about 200 feet MSL, the pilot noticed that the engine coolant temperature

had risen above 210 degrees Fahrenheit, with the normal range being between 160 degrees and 180 degrees. He responded by reducing the engine power to 4,500 rpm, and made a left turn in an attempt to land in an overrun area for the perpendicular runway at the airport. The engine coolant temperature continued to rise above 220 degrees. During the turn, the pilot noted that the airplane's sink rate was increasing, so he applied full power, with no accompanying response from the engine. After reaching the desired alignment with the overrun area, the pilot applied full right rudder and aileron to stop the turn, but the controls' effectiveness were decreased due to the airplane's slow speed. The airplane continued to turn and struck a pool enclosure attached to a home, resulting in substantial damage.

Acro-Sport - Wisconsin: According to the pilot, he departed with approximately 10 gallons of fuel onboard the experimental amateur-built airplane. About 20 minutes into the cross-country flight, the airplane's engine lost power and the pilot performed a forced landing to rolling terrain. A postaccident examination of the airplane and engine revealed no mechanical malfunctions or failures that would have precluded normal operation. Additionally, the on-scene inspection revealed that the fuel system was intact and that the fuel sight gauge indicated that the fuel level was low.

T-18 - Idaho: The pilot was landing in almost direct crosswinds that were 11 knots, gusting to 18 knots. Soon after touchdown, he lost directional control. The airplane subsequently departed the side of the runway, and entered an area of grass covered soft terrain. As the airplane continued a left turn in the soft terrain, the right main landing gear collapsed inward due to an overload failure.

Marketplace

Thorp T-18. 0-290-D2 135 hp, In annual, First Flight 1993, Cruise speed 160 mph Stall speed 62 mph 2 place, Empty weight 920 lb, Gross weight 1500 lb, Electrical System \$25,000 Ed Ullrich his phone number is 206 878-3062. The aircraft is hangared at Auburn.

Metal Hangar for sale: Pierce County Airport (Thun Field). 45x50, 45x14 electric bifold door. Heated and insulated, has separate bathroom. \$155k. Contact Gene Endsley, 206-300-1197

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.

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

*Wanted: Partner(s) in building Experimental Twin * Looking for 1 or 2 partners for building a one of a kind, partially complete, experimental light twin - Wickham Model F. Similar to Partenavia P68. Aluminum, 6 place, est 2100 empty, 3600+ gross, fixed mains, retractable nose wheel. Engines could be 150 to 180 hp. Evolution of Wickham Model B twin N1343 (now in Arizona). No small project, if seriously interested, contact Tom Osmundson, 253-239-6175 dieselfume@dieselfume.com

THORP T/S-18 KIT & ENGINE • \$14,000 • THORP T/S-18 KIT & Lyc O290D "0"- SMOH (mo-gas compatible), X-over exhaust,/PS 68" d x 66" p prop. Avionics: Terra – com, nav, obs, txp. Finished: V stab, rudder, stabilator, flaps, ailerons. Wide body fuselage w/gas tank & engine mount. Materials to finish. Tacoma, WA Narrows Airport. Tom Worth – 253-576-2730

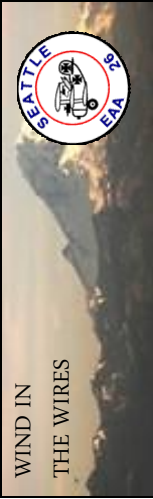
1992 **THORP T-18** – N295RS - \$40,000 • 350hrs SMOH Lyc O320 engine. Garmin – gps/nav/com 430WAAS, cdi, txp. Fly two x-country @185 mph on 7 gph (2x – USA). Tacoma, WA Narrows Airport. Tom Worth – 253-576-2730

NEWSLETTER



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The Newsletter of EAA Chapter 26

