

# WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XX No. 3 ❖ Mar 2012

## NEXT MEETING:

2<sup>nd</sup> Thursday of the Month  
March 8th, 2012  
7:30 PM

## LOCATION

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

## Chapter Web Page

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

## MARCH MEETING

### Dynon Avionics

Chapter 26's own Aviation High School inaugural class graduate, Natalie Nason, will be here to give a behind the curtain look at the number one manufacturer of avionics for experimental and LSA, Dynon Avionics. Natalie is now the Inside Sales Specialist for Dynon and will be bringing units of their latest products for a show and tell. She will also discuss their entire line of EFIS and EMS models. These systems are reliable, accurate, and now cost about the same as traditional steam gauges for a fraction of the panel space and weight! It was at Chapter 26 meeting that Natalie received an application for Aviation High School and that he father, Dave Nason, first heard of Dynon. It just goes to show you never know what a good program will lead to!



## FUTURE EVENTS

Mar 17-18: Soaring Expo @ MoF

Mar 17 11am: Emergency Bailout Procedures and Survival Equipment for Pilots by Allen Silver. @ MoF

(Ed note: Allen is a great guy and his presentation has excellent info.)

## **BOB HOOVER HELPS P-51 LAND SAFELY**

Some fast thinking by Cavanaugh Flight Museum officials, along with remote advice from one of the greatest pilots who ever lived, allowed for the safe landing of the museum's P-51D Mustang Brat III, which was providing rides on Sunday at Mobile Downtown Airport, Alabama. Near the conclusion of a 30-minute flight the left main gear failed to deploy for landing. But thanks to some crack flying by Chuck Gardner, EAA 1026448, and a suggestion radioed from the ground by way of legendary pilot and P-51 expert Bob Hoover, the gear eventually came down, locked, and the plane landed without further incident. <http://www.eaaonline.org/link>.

## **AD ISSUED ON LYCOMING ENGINE CARBURETORS**

The FAA has issued an airworthiness directive (AD) on carburetors installed on many Lycoming engines. The AD targets only 409 carburetors - but 10,700 engines must be inspected to determine if they have one of the defective carbs. Effective date for the AD is March 27, 2012. (Click here to view the AD.) The problem is with Marvel-Schebler carburetors built with a "machined-from-billet" body instead of the more common die-cast body. In some of the defective machined body carbs the mixture control has failed, blocking fuel to the engine and causing power loss. <http://www.eaaonline.org/link>.

## **ENROLLMENT OPEN FOR 2012 EAA AIR ACADEMY 'YOUNG EAGLES' CAMP**

The EAA Young Eagles Camp is designed to introduce youth ages 12-13 to the wonderful world of aviation. Presented in a "science camp" format, campers will enjoy a unique combination of fun and discovery as they participate in hands-on activities, flight simulation, museum tours, and actual

flights in a Cessna 162 SkyCatcher and Bell 47 helicopter. Registration fee includes all camping materials, meals, and lodging in the EAA Air Academy Lodge located on the world-famous EAA AirVenture Museum campus in Oshkosh, Wisconsin. Learn more at <http://www.eaaonline.org/link>.

## **ICE PILOTS NWT STARTS MONDAY ON WEATHER CHANNEL**

Many of you have seen the popular Canadian reality TV series Ice Pilots NWT, either in Canada or during its run on The History Channel. Next Monday, March 5, the series begins airing on The Weather Channel starting at 8 p.m. CDT (9 p.m. EST). Ice Pilots is about the people who operate Buffalo Airways, an airline that still uses DC-3s to haul people, fuel, and supplies to remote outposts in the Canadian North. Buffalo Airlines, which participated in the 75th anniversary celebration of the DC-3 at AirVenture 2010, is featured in this EAA video produced prior to that convention: <http://www.eaaonline.org/link>.

## **UL POWER FIREWALL FORWARD KIT AVAILABLE FOR ZENITH CH 750**

UL Power North America LLC have announced availability of the UL Power complete firewall forward kit for the Zenith STOL CH 750. The complete package includes the modern, direct-drive, air-cooled, lightweight, and fuel-efficient UL350iS aircraft engine from UL Power. This 130-hp, horizontally opposed four-cylinder/four-stroke engine has FADEC (full authority digital engine control) and multipoint electronic fuel injection with automatic altitude and temperature compensation. <http://www.eaaonline.org/link>.

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## PRESIDENT'S MESSAGE...

I attended the Northwest Aviation Conference and Tradeshow two weeks ago. It provided a nice winter break. Even for an experimenter there was some interesting stuff.

I saw Dave and Tamara Nason at the Aviation High School booth. What they are doing at the H.S. is very impressive. Now Aviation High's new building is going up across the street from the Museum of Flight. Daughter Natalie Nason graduated early from the first class of the Aviation High School. Since she now works for Dynon Corp. we will get the benefit of her considerable expertise with their products as she presents the program at this month's Chapter meeting.

I saw the Sea-Era homebuilt amphibian near the Conference entrance but did not pay much attention since I had seen it at Arlington. Fortunately one of our members told me to give it a second look and talk to the designer. Paul Weston was happy to talk and interesting it was. This is a true experimental project and Paul has done his homework. He is willing to present his project to our chapter and I think we'd like to hear about it.

Paul's Sea-Era does not have retractable landing gear. It can operate only on the water and in the air. However he stores it on a boat trailer, which is how he displayed it at the Conference. That is a nifty solution to the high cost of hangar space. Launch at a boat ramp and return the airplane to the trailer when done.

This is how Matt Lum stored his Kitfox on floats when he lived on Mercer Island. Pull it out of the garage and take it to the boat ramp. That is how my brother, Robert, stored his ultralight when he lived in this area. In Robert's case he removed the wings, and then put the airplane and wings on his special trailer. All was then towed home for storage in his garage.

All this is not new of course. The only EAA design contest was for folding wing airplanes. And was won, of course, by our very own Pete Bowers with the Fly Baby. Probably safe to say most Fly Babys do not get folded and taken home, but they can be. EAAers have been concerned about the cost of flying since the very beginning, and hangar expense is certainly part of the mix.

I was talking with Monroe Norman about budget aviation after last Month's meeting. He mentioned that you can have a low cost airplane, but if you hangar it and fly one hour a month, at a minimum your hourly expense equals your hangar rent.

## **PRESIDENT'S MESSAGE... (Continued)**

Many readers of this column notice I keep returning to the cost or high cost of aviation. Not surprising to me. I joined EAA all these years ago thinking building it myself was going to be my path to an airplane. It is also true that some people do not care what their hourly cost is, or care less. It is clear at fly-ins that some people will spend whatever it takes to get or create the airplanes of their dreams.

Come to the meeting this month and hear Natalie discuss and demonstrate Dynon glass cockpits. I am sure they have a panel solution for every budget. See you there.

Ron Borovec

## **More News from National**

### **EAA, AOPA: NOAA OVERSTEPPED LINE OVER PACIFIC MARINE SANCTUARIES AIRSPACE**

Final rule leads to confusion, possible unintended violations for pilots. A new rule by the National Oceanic and Atmospheric Administration (NOAA) usurps the FAA's authority to regulate airspace and could leave pilots unintentionally violating a restricted zone that does not appear on any current aeronautical charts. In response, EAA and AOPA have jointly sent a letter to the two federal agencies urging no enforcement action will be taken until proper coordination and education with the aviation community is completed. **(Ed. Note: This includes Olympic Coast National Marine Sanctuaries, 2000ft and below)**

<http://www.eaaonline.org/link>.

<http://olympiccoast.noaa.gov/protect/wildlifedisturbance/overflight.html>

## **There's an AC for that...**

## **Oddball's Technical Counselor Corner**

All ACs are available free to download from: <http://rql.faa.gov/>

### **AC 45-2D**

[AC 45-2D Identification and Registration Marking](#) This AC outlines the rules for marking the registration on your aircraft, as well as guidelines for the data plate on the aircraft or engine. Within the AC are tables describing when 2 inch, 3i inch or 12 inch letters are required. It also explains when the use of NC or NX prefixes are authorized.

Reference to 23.811(c)(7)(ii) is suggested as a guide for color contrast. The regulations related to N-numbers are 14 CFR part 45.22 N-number special rules for exhibition, antique, and other aircraft; 45.23 display of marks; and 45.29 Size of marks. If your aircraft is not fixed-wing, then 45.25 is the rule for marks.

So now we know how the airplane can be marked, but how do we get the number to go on there?

14 CFR part 47.15 says you are required to have a US registration number. This is obtained by filling out AC Form 8050-1, Aircraft Registration.

To find a list or search for an available number, follow the below link.

[http://www.faa.gov/licenses\\_certificates/aircraft\\_certification/aircraft\\_registry/special\\_numbers/](http://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/special_numbers/)

Additional links are available to reserve an N-number. This will cost you \$10 per year to hold the number. If you find one you really like, grab it! You never know when somebody else is gonna grab it, and you'll kick yourself for not reserving it.

Happy building!

Oddball –aka- Tom Osmundson,  
EAA 26 Tech Counselor

## ***Douglas World Cruiser, the Seattle II, N511WC, Construction Update***

This Saturday I headed over to Boeing Field to see how things were going with Bob Dempster and the World Cruiser project. At the moment the project is squeezed into an old Wings Aloft T-hangar donated by Clay Lacy. It's a tight fit. Before long they will need some more space to get the airplane up on the gear and tires (hangar is too short to do that yet) as well as room to mount the wings and start rigging. The first thing that caught my eye, besides this huge biplane squeezed in this little blue T-hangar, was the shine of all the aluminum fuel tanks hanging from straps on the main deck, or just behind the firewall.



Holy smokes are we talking fuel tanks! A flying gas station! It will certainly need those tanks for hopping around the globe. Similarly another aluminum tank up front just forward of the firewall and below/behind the engine crankcase is the oil tank. The oil tank is slightly smaller than original, but with 3 ring pistons (2 compression, 1 oil control) versus the original 2 rings and no oil control, the



## Douglas World Cruiser, Seattle II, Construction Update (Continued)

engine should burn significantly less oil. The original book spec for oil consumption was on the order of 1.3 gallons per hour! Recently completed is an amazing piece of metal forming, the top fuselage skin. This also has a combing reinforcing tube around the perimeter of the cockpit cutout



Also on the list of stuff to do was brackets off the radiator support for the chin of the engine cowling and the frame that will support it. One would think, where is the sketches and plans to fabricate these parts? Well, this is no normal airplane project. The how to book is an extensive set of photos taken of the other World Cruisers in museums.

with the center section main struts on jack stands, the top of the fuselage is above the head of Gary and Mitch, two of Bob's experienced expert volunteers. Today's project was to fabricate and weld together fittings and braces for the engine cowling frame from the firewall to the radiator.

And the skin formed around the tube. To finish it off are brass grommets and naugahyde combing laced on through the grommets. Up front is a substantial chunk of radiator, over 100 pounds empty (and this one is thinner than the original core type due to the use of modern tube and fin, about 4" thick instead of 7" thick). That ought to keep the Liberty nice and cool. As you can tell in the photo above, even off the gear



## ***Douglas World Cruiser, Seattle II, Construction Update (Continued)***

Fabricating and assembling new parts begins with some careful study of photos followed by cutting, grinding, drilling, jiggging up, and welding. The airport community becomes an indispensable resource for tools of the trade to make things happen. Seemingly simple parts can take a while to fabricate, but progress speeds up with



the friendly airport community volunteering (or conscripting) the use of tools and expert knowledge. On the engine side of things, word is Steve Crider has the first engine nearing its first engine run. I'm sure at the meeting we will have an update on the latest progress from Steve. Skilled volunteers are one type of lubrication for big projects like the World Cruiser. However, big projects also require another type of lubricant...

### **How big projects are lubricated!**

As with most big airplane projects, progress is lubricated with green stuff, money. Lots of it! The World Cruiser project will take anything that is green and spends in the U.S. of A. Making a donation is easy, simply visit the Seattle World Cruiser sponsor webpage:

<http://seattleworldcruiser.org/sponsors.htm> You can donate online with the Paypal link, or give Bob or Diane a call and drop off a check, or send it in the mail. The Seattle World Cruiser Association is a registered 501(c)3 charitable organization and registered charity in Washington State.

A special bonus for Boeing employees, every dollar you donate can become two with a gift match! Boeing will match up to \$6000 a year if you feel so generous. Retirees can be matched \$0.50 on the dollar. Gift match is easy to do -- go to Total Access and My Community Giving. Eventually after a few links do a search for organizations, search, then select Seattle World Cruiser Association in the search results. Fill out the next page of info about your donation. What a great way to stretch a dollar from your EIP bonus check burning a hole in your pocket!

## **On the Wreckord**

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

BD-5B - Washington: Shortly after takeoff for the local area flight, the engine's rpms decreased and the pilot felt a loss of thrust. He turned to attempt to make an emergency landing to another runway; however, the airplane touched down hard and short of the runway, substantially damaging the airplane. Postaccident examination revealed that the sprag clutch failed, preventing the engine from turning the propeller and causing a loss of thrust.

Long-EZ - Florida: The pilot made a go-around after his first approach due to the aircraft traffic in the area. In diverting his attention to monitoring the traffic, he forgot to switch the fuel tank selection. As the airplane turned onto the crosswind leg of the traffic pattern, the engine began to sputter and subsequently experienced a total loss of power. The pilot switched to the other fuel tank in an attempt to restart the engine, but was unsuccessful. With the airplane's altitude decreasing, he decided to ditch in a lake to avoid a housing area.

Thorp T-18 - Texas: The pilot reduced engine power to slow the airplane for landing while on the downwind leg of the traffic pattern. He then attempted to increase power and the engine did not respond. The pilot maneuvered the airplane immediately toward the runway and it floated during the landing. When the airplane touched down, there was insufficient distance remaining to stop on the runway. The airplane departed the end of the runway and the pilot intentionally ground-looped the airplane to stay on the airport property, causing substantial damage to both wings. A postaccident examination of the engine revealed that the clamp securing the throttle controller end was allowing the cable to slip freely.

Loehle 5151 Mustang - North Carolina: The accident pilot was flying in formation with another pilot, en route to a private airstrip. About 10 minutes after departure, he reported on the common traffic advisory frequency that his wings were fluttering and that he was losing control of the airplane. The other pilot told him to reduce the power and try to land on the road below. He then observed the accident airplane in a slow, banking turn, appearing to line up for a landing on the road. The accident pilot announced that he was unable to maintain control of the airplane, and witnesses observed the ailerons fluttering before the airplane appeared to stall and descend vertically to the ground. Due to the severe impact damage, the source of the wing flutter and control problem reported by the pilot was not identified. One fatal.

Glaser III - Washington: The pilot was landing the airplane in calm wind conditions. The airplane touched down midway down the runway at stall speed. Upon touchdown, the pilot retracted the flaps and applied brake pressure, including full aft elevator, in an attempt to bring the airplane to a stop. With the end of the runway approaching, the pilot applied left brake in an effort to turn the airplane to the left and the airplane nosed over off the end of the runway. The pilot stated that he checked the brakes prior to flight, but felt that they did not function normally during the landing. A witness reported that when the airplane was landing, it floated in ground effect until about 100 feet beyond midfield. The landing gear contacted the runway and the airplane continued to decelerate until disappearing over the end of the runway. According to the FAA inspector that responded to the accident, skid marks led from the runway to the location where the airplane came to rest. The inspector examined the braking system following the accident and found no mechanical anomalies.

## Marketplace

**For Sale: 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 **\$22,000** 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 for sale:** 95% complete. Skip Feher 425 677-5335

**Condo T-Hangar for sale:** Olympia Airport 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.

**Smyth Sidewinder project for sale:** Project of former EAA member Keith Klinck who recently passed away. This is a 1960's vintage design, all metal, tricycle gear configuration somewhat similar to an RV-6. Completed fuselage and many other component parts and aluminum sheet. For more info 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)

**\*\*Price reduced\*\*** **THORP T/S-18 KIT & ENGINE** Lyc O290D "0"- SMOH (mo-gas OK), X-over exhaust, wood 68"d x 66"p prop. Avionics: Terra - com, nav, obs, txp, ELT. Finished: V stab, rudder, stabilator, flaps, ailerons, S ribs, ctr spar, rudder & brake pedals, brake & wheels, tail spring & wheel. Wide body fuselage w/gas tank installed & engine mount. Materials for completion are included: canopy frame / bubble & windshield, seat frames, .025 & .032 sheet alum w/JT template. And... free hangar space at Tacoma Narrows for one year. All for \$12,500. Contact Tom Worth 253-576-2730 or [wocon@att.net](mailto:wocon@att.net)

**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

**C90-8F engine for sale** good core for a rebuild. I believe prices can vary from \$2000 to about \$4000. Originally purchased from Gibson Aviation in El Reno, OK. One of many that Gibson purchased from the French military where they were used in early PA-18's. Complete logs, in French, along with notes from Gibson. The 8F version of the C90 has a flanged prop hub and is hand started. Original Bendix mags and a Marvel Schebler carb. According to the link below, this engine is approved for installation of Slick mags. Internal specs, bore & stroke, are identical to the Continental O-200. Total time: 1805 hours (from French military logbook) SMOH 999 hours, May have had a top overhaul. Contact: Chuck Cerar EAA #14440, 425 392-1821 [cerars@mindspring.com](mailto:cerars@mindspring.com) <http://www.pj260.com/Continental/O-200%20Manual.pdf>

**Project 1948 Stinson 108-3**, located in my hangar at Richland, WA (KRLD). Freshly powdercoated (high-zinc primer, iron phosphate rinse, white topcoat, etc), heavy-case 165 hp Franklin with good prop, spare wings, lots of spare parts, clean paperwork, about 300 SMOH and 2700 TTAF; came from Arizona, was idle for 20+ years. On the trailer. Asking \$10,000 or trade for decent Taylorcraft BC-12D. please post at clubhouse, put in newsletter, or announce at club meeting. I have lots of pictures that I can email. thanks! Steve Fribley EAA 243340, (206) 234-1306 [seaplanecfi@yahoo.com](mailto:seaplanecfi@yahoo.com)

**Corby Starlet Project:** Located in a storage building in Anacortes, WA kept safe and dry. It was purchased in Texas about 6 years ago and trailered up to Anacortes. We don't believe there are plans or paperwork with it. It has an engine and is partially assembled. Ginny Matheson Kirkland, WA (707) 483-3266.

**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. No small project, if seriously interested, contact Tom Osmundson, 253-239-6175 [dieselfume@dieselfume.com](mailto:dieselfume@dieselfume.com)

# NEWSLETTER



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The Newsletter of EAA Chapter 26

