

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ♦ Seattle, Washington ♦ Volume XV No. 11 ♦ Nov 2007

NEXT MEETING:

2nd Thursday of the Month
November 8th, 2007
7:30 PM

LOCATION

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

Chapter Web Page

www.eaa26.org

NOVEMBER MEETING

Reno Air Races and Elections

Tom Osmundson will be showing slides of airplanes and excitement at the Reno air races.

We will also be voting for the next slate of chapter officers...so be there!



M. Daniels / ILIPS Group International

FUTURE EVENTS

Nov 17: Saturday Night Movies at Harvey Field presents Howard Hughes' "Hell's Angels" in Hangar 15, 6:30 PM

Dec 13: Chapter 26 Christmas party, 7 PM (6 PM setup)

January 1: New Year's Day fly-out, Thun Field, 11:30 AM

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PRESIDENT'S MESSAGE...

Candidates Wanted

November and elections are in the headlines, both in the daily media and in this newsletter. The challenge with EAA Chapter 26 elections is there's nobody to vote for! By that, I mean **no candidates have stepped up to the plate** for the positions of President and Treasurer. Additionally, a volunteer or two for some of the other positions would be appreciated, too. You may hear from one of the current officers or volunteers in the next few days to solicit your involvement and participation as an officer or volunteer. Remember, there'll be lots of help if you need it, and it's an opportunity to give back not only to our chapter but to the aviation community at large.

The pleasant autumn weather of the last week or two sure is encouraging folks to get out and fly! With all the rain a few weeks ago I had moved the Wickham B back to Paine Field for the winter from its summer base at Renton, now I'm kicking myself that it's not available for an evening flight to see the fall colors. But weekends are still good for flying, and if anyone has an idea for a flyout or project visit please let one of the Chapter Officers know so we can make some plans, or better yet you can help us out with some of the planning!

In April this year we had a great presentation from Alan Jesmer of Precision Airmotive on their carburetion systems – I'm sorry to report that Precision is stopping production of their carburetors, which started life as the venerable Marvel-Schebler line of carbs. The reason is they are unable to obtain liability insurance to manufacture the carburetors. In one sense, perhaps, the time has past for float bowl carburetors, with fuel injection systems (both mechanical & electrical), diaphragm-regulated systems with no float bowls, and other forms of fuel metering. But the carburetor sure has been reasonably inexpensive and reliable over the years. It's a disappointment that our legal system appears to make the ones with the deepest pockets the most responsible (and most liable), regardless of the level of risk assumed by participants in the activity that resulted in the legal proceedings.

Elections in November, the Christmas Holiday party in December, and a Fly-Out the first of the year – Lots of excitement in the coming months!

Have fun!

Ross



EAA OBTAINS CLARIFICATION FROM FAA ON E-LSA 'INSPECTIONS'

The FAA has strongly clarified some misinformation that was significantly hampering some people's efforts to get their two-place ultralight trainers transitioned to the experimental light-sport aircraft category. At issue: some FAA inspectors and/or E-LSA designated airworthiness representatives (DARs) were requiring that an A&P or FAA-certificated mechanic inspect and certify an aircraft as "safe to fly" before performing a certification inspection.

That roadblock came down when 1) EAA members contacted EAA with complaints; 2) EAA investigated and found that pre-inspections are not required in the FARs; and 3) FAA's Frank Paskiewicz, manager of the production and airworthiness division (AIR-200), agreed with EAA and set the record straight with a clarifying memorandum to the field.

EAA APPLAUDS NOMINATION OF BOBBY STURGELL AS NEXT FAA ADMINISTRATOR

The Experimental Aircraft Association is applauding the nomination of Robert "Bobby" Sturgell as the next Administrator of Federal Aviation Administration after President Bush forwarded that nomination to the U.S. Senate for confirmation.

"Bobby Sturgell understands the issues that face EAA members and has been engaged in those issues as Deputy Administrator under Marion Blakey," said Tom Poberezny, EAA president. "Bobby has also had the opportunity to join us at EAA AirVenture Oshkosh over the past several years, so he is very familiar with EAA and our members' enthusiasm for

flight. We thank President Bush for moving quickly on the nomination and urge a speedy confirmation by the Senate, so work on important recreational aviation issues will not falter."

EAA VOICES CONCERNS ABOUT PROPOSED REQUIREMENTS FOR INTERNATIONAL GA FLIGHTS

EAA has several concerns about the recently proposed rule that would require all general aviation aircraft that fly internationally to submit electronic passenger manifests as well as arrival/departure notification at least 60 minutes prior to leaving or entering the United States.

The Department of Homeland Security published a notice of proposed rulemaking (NPRM) was in the Federal Register in September. It would require pilots of any private aircraft arriving in the U.S. from a foreign port or location, or departing the U.S. to a foreign port or location, to transmit the required information to Customs and Border Protection (CBP) via CPB's electronic Advance Passenger Information System (eAPIS). Pilots would have to receive confirmation/approval no later than 60 minutes prior to departure.

EAA plans to submit comments on three main concerns:

1. Electronic submission as a sole means to transmit manifests is not acceptable.
2. CBP needs to publish real-time procedures for pilots to follow in the event a passenger's name turns up on the "no-fly" list so flights are neither left stranded or unduly delayed due to administrative or clerical errors.
3. EAA sees no justification for requiring pilots to file for flights departing the U.S.

Want to volunteer?

See any chapter officer about different ways you can help our chapter. You can be a program chair or just help for an event. There's lots to do!



Christmas Party!

The Chapter 26 Christmas party will be held on the regular meeting night in December: Thursday, December 13th. It will again be held in the south lobby area of the King County Airport terminal building.



Setup/Social begins at 6 PM, with the dinner starting at seven.

More details will be in the December newsletter, but traditionally, members bring a side dish, bread or rolls, a salad, or a dessert, and the chapter will provide turkey, ham, beverages, and dishes and utensils.

Many of you missed the party last year due to the windstorm, so party twice as hard this year!



Resemblance to Don Davis is coincidental... we think

Marketplace

RV-8A project for sale. Empennage complete, wings about half finished, fuselage kit untouched. Could still be built as RV-8 taildragger at this point. Includes a complete set of Avery tools and Boeing Surplus work tables. Any reasonable offer will be accepted (builder has lost medical). Contact Bill Kelly (Lake Tapps area), 253-826-1218 billkelly67@hotmail.com

Wanted: Lycoming O-235 engine, will consider any version, prefer run out engine in need of overhaul. Ross Mahon 425.827.2493 or Rossair@aol.com

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.

Airpark Home Seattle / Port Orchard. Vaughan's Airpark. Charming 3br. 2-1/4ba. Country Farmhouse style home with wrap around verandah & upgrades, on 2.47 acres with loafing shed and cross fencing for horse. Perimeter security fence. Attached kitplane - taildragger hangar / workshop / garage. Quiet location near Seattle ferry. \$410,000 -obo. <http://mysite.verizon.net/resun6v1> (253) 857-4330 after 6PM or lv. msg .

The Dunderbirds Imprecision Flight Team

By "Dunderbird One"

It's shameful to admit, but the best flying advice I ever received came from one of those "Redneck Pilot" guides:

"Never precede any maneuver with anything more descriptive than, 'Y'all watch this!'"

It really paid off, back at Arlington 2003. This was right after Pete Bowers passed away, and I got an email from the Fly-In asking if I'd like to arrange a Peter M. Bowers memorial. They left the form of the memorial up to me, but mentioned "maybe you could arrange a 'missing man' formation of Fly Babies."

That really got the juices churning. CoooooIIlll... a nice tight flight of Fly Babies, with a single 'Baby pulling up and away at show center.

Reality soon intruded. I figured we could get four or five airplanes lined up for such a flight. But the planes would come from a wide area...from Victoria BC to Southwestern Washington State. We'd never have a chance to practice the formation flying.

So I told the Arlington folks that we would not be flying the missing man or any kind of formation...but would send up a "gaggle" of Fly Babies in an informal tribute.

But you know...you **JUST** know...I was hoping we would be able to show a credible formation.

The week of the show, we had four Fly Babies and the Story Special. The Fly-In folks gave us a 1:30 Saturday time slot. One Fly Baby had to leave on Saturday morning, but the rest of us (Cecil Hendricks in the Story, and myself, Tom Staples of Victoria, and Chris Brown of Arlington in our 'Babies) would be able to fly the sortie.

On Friday, one of the Fly-In's flight organizers came by our parking area. "I understand you folks are going to fly a missing-man formation for Pete Bowers?"

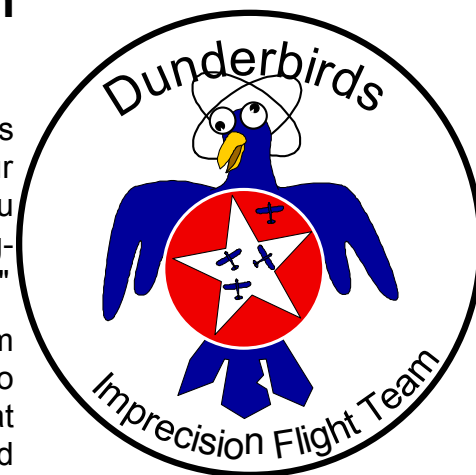
I shuddered, and set him straight. "No, we're just going to send up a gaggle of airplanes at the same time. It's a standard Fly Baby formation: Same Way, Same Day."

Later that night, I wrote down some notes for the Fly-In announcer to use while we did our stuff. I did pull one sneaky bit. I listed that the formation would be led by Cecil. The ostensible reason was that Pete was once a co-owner in the Story with Cecil, and that he and Cecil had been friends for a long time.

The real reason was Cecil's formation experience. For I still harbored the secret desire; the hope that our gaggle could be more than an amorphous blob skittering down the show line. If anyone could make us look good, it would be Cecil.

I told my wife about the arrangements on Saturday morning, before I left for the airport. "Are you going to fly a missing-man formation?" she asked. The chill gripped me again as I explained that, no, we were just going to fly at the same time, no formation of any kind.

My plan to shove the responsibility onto Cecil came crashing down during our informal get-together Saturday morning. "I'm using a borrowed handheld in the Story," he said, "And I'm having a lot of trouble getting it to work. We'd better have someone else lead."



Ulp. Three pairs of eyes stared at me. I stood quiet for a moment, hoping that Chris or Tom would chime in, volunteering to lead. No such luck.

"Ummmm...okay, Cecil. I, uh, I guess I'll lead."

So we started talking about the flight. I reminded everyone that we were just going to make a simultaneous flight, with no formation. Nope. None at all. Cecil had the only airplane with just a 65 HP engine (all the Fly Babies had C-85s) so he'd follow me so I could keep an eye on how well he was keeping up. Tom's yellow bird would follow Cecil, with Chris' red beauty bringing up the rear.

A clipboard and pencil appeared, and our positions were sketched. Somehow, a standard fighter-style "finger-four" formation had appeared on the sketchpad. "No," I said, judiciously. "Let's do a left echelon instead. We don't want to be turning towards the #2 man as we fly the pattern."

At least we hadn't used the "F"-word. We hadn't actually said "formation."

We went to the formal briefing. We'd fly over the taxiway, like the map said, and the height would be 600 feet. "Six hundred?" I asked. The fly-by pattern map showed five hundred.

"We've had several people break the 500-foot floor, so we raised it to six. Don't forget, you have to be at 1,000 feet on downwind to clear the ultralight pattern. Oh, are you guys flying in formation?"

We all just kind of mumbled.

"Well, if more than two planes are in the formation, the floor is a thousand feet."

I cleared my throat. "Ah, no, we're not flying formation. Just a big gaggle. A big gaggle. Two circuits, then we land."

I walked over to the announcer's tower to give him the written material I'd written the night before.

"So, you guys doing a missing-man formation?" he asked.

I winced. We might try for a formation, but we certainly didn't want it announced as such...just in case it didn't look good.

Finally, it was time.

"Arlington Ground, Bowers flight of four, taxi for takeoff for the fly-by pattern."

"Bowers flight of four, follow the red-and-white taildragger ahead of you." We followed it all the way to the run-up pad. I turned partially into the wind and ran my pre-takeoff checks. The plane rocked in strong, gusty winds.

I gave the guys a minute, then held my thumb up. They gave me thumbs-up in return, and I changed to tower frequency.

"Arlington tower, Bowers flight of four ready on one-six for the fly-by pattern."

"Bowers flight of four, you're cleared for takeoff."

I rolled onto the runway, and firewalled the mighty Continental. With the strong headwind, the tail came up almost immediately. I broke ground moments later.

And climbed out really, really, slow. The wind was seriously delaying my forward progress. I knew the other guys would be just as affected, but I was also working on throttling back to give them a chance to catch up.

We weren't supposed to turn crosswind for the fly-by pattern until we reached 500 feet. With the headwind, I'd reached the altitude well before the end of the runway. But we were also supposed to be at 1,000 feet by the time we made the downwind leg, to keep clear of the ultralight pattern. I was

trying to fly two incompatible flight profiles, and doing badly at both.

Over the road at the end of the airport, then turn crosswind. I looked over my shoulder, to try and spot the other planes. I picked out the Story moving onto my wing (trust Cecil to join up quickly) and could see Tom and Chris still climbing out.

But there was a slight problem, one I didn't realize until later. The Story is painted orange and black...and I'd forgotten how easily it blended into the background. Tom Staples had lost sight of it almost immediately after takeoff. He could see me, well enough...but he couldn't tell where the Story was!

And, of course, since we were required to stay on Tower frequency, he couldn't ask Cecil where he was. So Tom used the better part of valor and kept back a bit further.

Behind Tom, Chris was having his own problems. He was the end of the whip, and he just couldn't catch up. Between Tom swinging wide and my own returning to normal power settings when I saw the Story close in with me, he just couldn't make up any ground on us.

So...we gaggled through the downwind leg, and gaggled onto base. I lowered my nose to drop down to the 600-foot fly by altitude, and lined up on the taxiway.

The wind REALLY made itself felt at this point. I was being banged around the cockpit, and was stirring the stick like a witch's cauldron at a Pillsbury spell-off. I backed off on the power to help the guys catch up, but I really had trouble maintaining the 600-foot altitude. Plus, throttling-back multiplied the headwind to make our fly-by very, very, slow. It just seemed to take forever. They were probably timing us with an hourglass, and the announcer had probably gone all the way through the prepared material at least twice already and was starting to spell the watermark phonetically.



End of the runway. Power up, climb, and turn crosswind. Look back, and there's Cecil tucked in close. The other two planes are coming on.

I flew the downwind leg at fairly low throttle. Too low, in fact...Tom caught up to me, and was between me and the runway when it was time to turn base. I watched him for a second, then saw him start turning towards me and bring his nose up. I mirrored his motion, turning towards him and dropping my nose towards the runway for the second pass.

Again, I flew slowly up the taxiway. I glanced over my shoulder...and by golly, we were all flying over the fly-in at the same time. We were, by no stretch of the imagination, in *formation*...but we had a quarter-mile or so of strung-out Fly Babies.

Unfortunately, we were in *right* echelon...because I was hogging the taxiway line. This put us practically flying over the main display area. I watched my altimeter to keep a meticulous 600 feet AGL.

Around again. On downwind, I ran the power up a bit to add some spacing so we didn't bunch up during landing. "Arlington tower, Bowers flight of four on downwind on the fly-by side, we'd like to land."

"Bowers flight, follow the green biplane on left base."

As I neared the runway, my seat-of-the-pant instincts whimpered like a constipated bulldog. The headwind was *really* throwing me off...my approach speed was at 80 indicated, but it felt like we were about to fall out of the air. We dropped steeply towards the runway. I hauled back on the stick in desperation. The plane flattened out, still feeling the airspeed that my instincts insisted had already disappeared.

Finally, Moonraker gave up and flopped onto the asphalt. Ahead, I could see the biplane just turning off the runway. I relaxed a bit as the plane slowed down.

Then I remembered: I had three other planes trying to land right behind me!

I shoved the throttle forward and slid to the right to give Cecil some room. I practically entered a three-wheel drift as I turned off the runway. I looked behind.

Cecil and Tom were down, with Chris just alighting. Enough room, I guess.

It was a short roll to the start of the show-area taxiway. I waited until all four planes were together...if we couldn't hang together in flight, at least we'd look sharp taxiing in.

And so it proved. The scooters picked us up, and led us past the announcer's tower. I could hear the announcer reading some of the information off the sheets I gave him.

Down to the end of the row, turn to the left, and roll back into the parking spot I'd left a half-hour and a lifetime earlier. Mags off, and the prop whirred to a stop.

As I unstrapped and climbed out of the cockpit, I started to laugh. I couldn't *believe* how badly I'd botched leading the group. I'd put the hardest-to-see airplane as #2, I didn't hold

back enough for Chris to catch up, I hogged the barrier line so the other guys had to string out to the right, and I let us bunch up too much on landing.

But...but...we'd delivered *exactly* what we'd promised: A brace of Fly Babies (with a Story thrown in for variety), flying in a gaggle down the fly-by pattern. Maybe as a precision flight team, we stank on ice...but from the grins of the pilots, it appeared to be "mission accomplished."

My last mistake of the day happened a few minutes later. Former Chapter 26 member John Ammeter and another friend came around, and complimented me on the display. I was feeling a bit better about our effort, by then. "Maybe they had to use a wide-angle lens to shoot our picture," I said proudly, "But our formation...."

I didn't get any farther. On the phrase "our formation," both men started howling with laughter.

Some friends I got....

The End



On the Wreckord

Recent Homebuilt Accidents from the NTSB Web Page

Avid Flyer - Washington: The pilot experienced a total loss of power. He lowered the airplane nose and set up in a wings-level configuration. He attempted to restart the engine by performing the emergency procedures to no avail. As the airplane descended to 15 feet above ground level, it collided with a guy wire.

The pilot stated that the purpose of the flight was for him to perform practice maneuvers in a local training area. Local residents at the scene reported that the pilot had been circling over his girlfriend's house. The pilot disappeared immediately after the accident. The deputy found him about 5 hours later, and noted that he appeared to be heavily intoxicated at that time.

Inspection of the engine revealed that the Ducati dual ignition system failed to produce any spark to either side of the dual ignition.

Early Bird Jenny - Virginia: After climbout, the pilot noticed that the engine outlet coolant temperature had climbed to the red line. He then checked the engine inlet coolant temperature and he noticed that it was still in the green, and then checked the oil temperature and noticed that it was normal. As he continued the flight he watched the gauges more closely and, a few minutes later, the inlet coolant temperature began to climb to red line, while the coolant outlet temperature dropped to zero.

The pilot throttled back to half power, hoping to avoid a total engine power stoppage, and chose a cotton field to make an emergency landing. The cotton was tall in the field and as he was affecting the precautionary landing the airplane flipped over on its back, and stopped in a

distance of less than 200 feet from its first contact with the cotton. The pilot said that at no time did the engine cease operating.

A postcrash examination revealed that the radiator had incurred no accident-related damage, however there was a leak at the soldered radiator drain fitting.

Sonex – Texas: Airplane take off and begin to climb. Shortly after the plane took a sharp, hard right turn and nose dived straight to the ground. When the airplane collided with the ground, there was a loud "boom" followed by smoke and fire. The pilot had recently purchased the airplane. One fatal.

Titan Tornado – Minnesota: The aircraft was maneuvering near a house about three miles north of Henning, Minnesota. The airplane reportedly turned to the east followed by an increase in engine speed when it descended "straight down" and impacted the ground. One fatal.

Thorp T-18 – Florida: Shortly after take-off, the engine lost power, the airplane rolled to the left, and impacted the ground in a nose down attitude. Two fatal.

EAA Biplane – Colorado: While on departure approximately 50 to 100 feet above ground level, the engine lost power. The ATP-rated pilot attempted to land on what remained of the 2,200 foot long grass airstrip. During the landing attempt, he realized that the airplane would not be able to stop on the runway and would overrun on to a highway with traffic. The pilot "elected to steer the [airplane] towards a piece of machinery sitting at the end and left side of the runway."

The airplane had flown 2 to 3 flight hours in the previous 15 years.