

# WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ♦ Seattle, Washington ♦ Volume XVII No. 3 ♦ Apr 2009

## NEXT MEETING:

2<sup>nd</sup> Thursday of the Month  
April 9<sup>th</sup>, 2009  
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)

## APRIL MEETING

### **Dave Sclair: Living With Your Plane**

Since the early 1970's, Dave Sclair has been tracking and gathering data on residential airparks throughout the United States and the rest of the world. Today, Dave, retired publisher of General Aviation News, is recognized as the authority on all things to do with living on a residential airpark and fly-in communities. He won the 2001 Max Karant Award for lifetime journalism excellence.

"Living With Your Plane," the organization founded by Dave and his wife Mary Lou, produces a newsletter, annual directory of airparks, and maintains a listing of airpark covenants, conditions and restrictions (CC&Rs), and a library of floor plans for homes with airplane hangars. The group serves as a resource for prospective developers and residents of airparks.



## FUTURE EVENTS

Apr 21-26: Sun-N-Fun, Lakeland FL

Apr 25: Skagit Tulip Fly-In & Air Show

May 16: Summer Thunder 2009, Chilliwack BC

June 6: Wally Peterson Memorial Fly-In, Chelan

June 27: Fantasy Field Fly-In (near Chehalis)

July 8-12: Arlington Fly In



### **Teledyne-Continental Tests Unleaded Aviation Fuel**

Teledyne Continental Motors, Inc. (TCM) has announced the first test flight using unleaded aviation fuel (94UL) in a certificated aircraft. Essentially 100LL without the lead, 94UL may provide a long-term fuel from established sources, while imposing the least impact on the flying community. EAA has conducted considerable research into alternative aviation fuels to ensure their members can pursue their passion for flight

TCM began testing 94UL a year ago and made the first flight using the fuel in a production G1000-equipped Hawker-Beechcraft Model 36 Bonanza on March 25. TCM believes 94 unleaded avgas is the best option because production and distribution infrastructure exists, and its higher octane allows more engine models to use it with minimum impact.

### **FAA Funding Receives Another Extension**

For the past three years, funding for the FAA and the management of national airspace has been provided via continuation funding bills, a Congressional stop-gap whereby a federal agency is allowed to continue operations when no annual budget has been approved for that agency. As a result of the battle against user fees and other impediments, Congress failed to pass the FAA Reauthorization Act of 2007, thus leaving the FAA without a formal budget. As the extension of this bill expired at the end of March, Congress recently approved legislation extending the programs and funding of this bill through September 30, 2009.

If passed, President Obama's proposed budget would take effect on October 1, 2009.

When Congress reconvened in January, the House of Representatives took up H.R. 915, the FAA Reauthorization

Act of 2009, which, in its current form, does not call for user fees. Like the reauthorization package that the House okayed in 2007, this reauthorization package would continue the use of aviation excise taxes to fund the FAA, the nation's air traffic control system, and the national airspace modernization initiatives. The Senate has yet to take up action. EAA will continue its fight against general aviation user fees. Members should be prepared to unite behind this cause, just as they did in 2007.

### **TSA GA Liaison Could Be a Step in the Right Direction**

EAA and other general aviation organizations have urged the Transportation Security Administration (TSA) to include industry input when designing new security directives - like the universally dreaded Large Aircraft Security Program (LASP). TSA's recent appointment of a General Aviation Liaison could signal a start in that direction.

Whether the agency uses the position to attempt to collaborate, or merely to placate, will determine value of this office to the GA community.

The agency recently announced Juan M. Barnes as the agency's GA liaison. He'll serve as the main contact for GA stakeholders to voice concerns and pose questions about TSA programs, policies and security directives. The liaison program will also include monthly teleconferences between TSA officials and GA stakeholders. Plus a special TSA e-mail account has been established for stakeholders to convey concerns at any time.

"We consider this is a step in the right direction and welcome TSA's action with regard to our longstanding requests for this sort of inclusion in their processes," said Earl Lawrence, EAA vice president of industry and regulatory affairs.

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**PRESIDENT'S MESSAGE...**

*Our President is hip-deep in work right now, and asked me to re-run one of my old columns, instead... Ron*

**No Worse Epitaph**

By Ron Wanttaja

I hear it at the airport, occasionally.

It usually happens when a bunch of pilots are hangar flying. Hands are waving, BS is piling deep, and everybody's having a good time.

Then someone has to say it. "You know, if I get killed in a crash, I don't think I'd mind so much. Just as long as I die with the stick in my hand."

And everyone stands there, nodding sagely.

Argggh!!!!

If you die while flying a light airplane, the odds are it's because you've done something stupid. You've tried to stretch your fuel. You've "continued VFR in IFR conditions". You've tried to turn to final just a little tighter. You've used a sub-standard fuel fitting. You forgot to safety-wire a control fitting.

Rare is the crash where the pilot didn't have make some decisions that made the end inevitable. Often the decisions are minor, seemingly unconnected. Small things that add up to crumpled metal, a paragraph or two in the newspaper, and a bunch of friends huddled under umbrellas, listening to a preacher talk about what a good person you used to be.

Later, as your flying buddies stand around watching the backhoe shove loam onto your pine box, they'll be talking about you:

"How could he make a mistake like that?"

"Pretty stupid, all right. It's the kind of dumb stunt a student makes."

"I thought he was better than that."

"What in the world was he thinking of?"

**Continued on Next Page**

## *President's column, continued*

One of them...maybe...might say, "Well, at least he died with the stick in his hand."

He might get one or two grudging grunts in return.

As far as they're concerned, the following should be engraved on your tombstone:

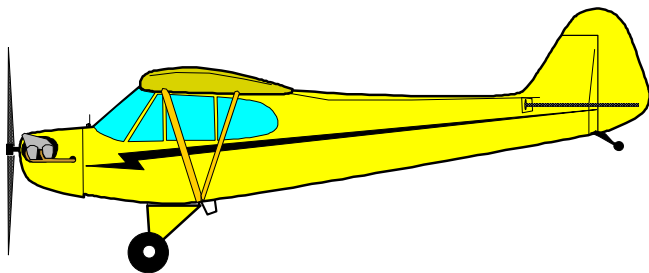
### *He Died Stupid*

Is that the sort of epitaph you want?

In our chapter, we have a couple of folks who have had pretty major aircraft accidents. Ask them if, just before impact, they "didn't mind because they had a stick in their hand". I think you'll find they had quite a different reaction.

Think about that the next time the gas gauge is bumping on "E". When the ceiling starts falling as fast as the ground is rising. When using that ratty piece of aluminum seems a better option than waiting for your next Wick's delivery.

Make the safe choice, and come back to BS with your friends. Otherwise, "He Died Stupid" may not end up chiseled on your personal piece of marble, but it'll be etched in the minds of your fellow pilots.



## **Project Visit!**

### **Come see Matt Lum's Cozy Project!**

The airplane is on gear, complete with canard, wings and all control surfaces functional. The Kitfox on floats will also be available for viewing. Light refreshment will be served.

When: Saturday, April 11<sup>th</sup>, 1:00 - 4:00 pm

Where: 3455 96th Ave. SE, Mercer Island

Three right hand turns after exit #8 on Hwy 90 if you come from the west else one left and three rights from the east. His home is approximately 1000 feet from the exit on the north side over the freeway next to the bike lane. There will be some maps/flyers at the next chapter meeting.

## **DUES ARE DUE!**

- 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)

## The Art of War

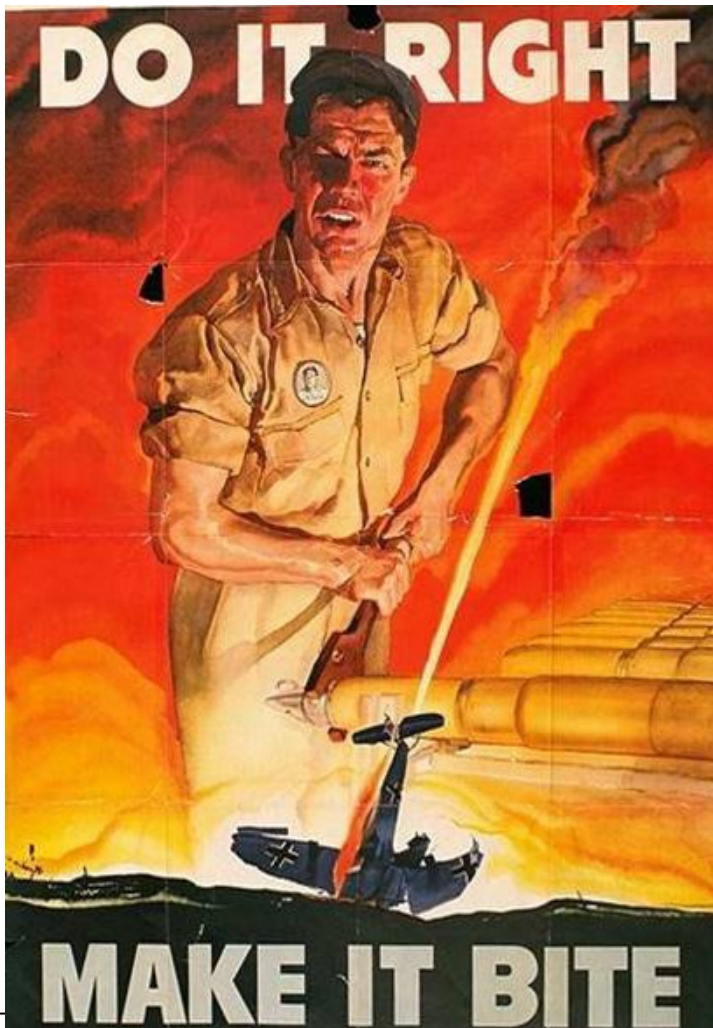
When World War II began, we had deficiencies in the Army, Air Force, Navy, and Marines...but a well trained, experienced "Army" on Madison Avenue. They were quickly mobilized to shape the morale and goals of both the fighting men and the folks back home.

One way they did this was through the posters that took the place of many of the advertisements for products that were no longer available due to war production.

I've always enjoyed these bits of historical artwork, and have several collectors books. Recently a friend pointed me at the web site for the library at Northwestern University, which has hundreds of these posters online.

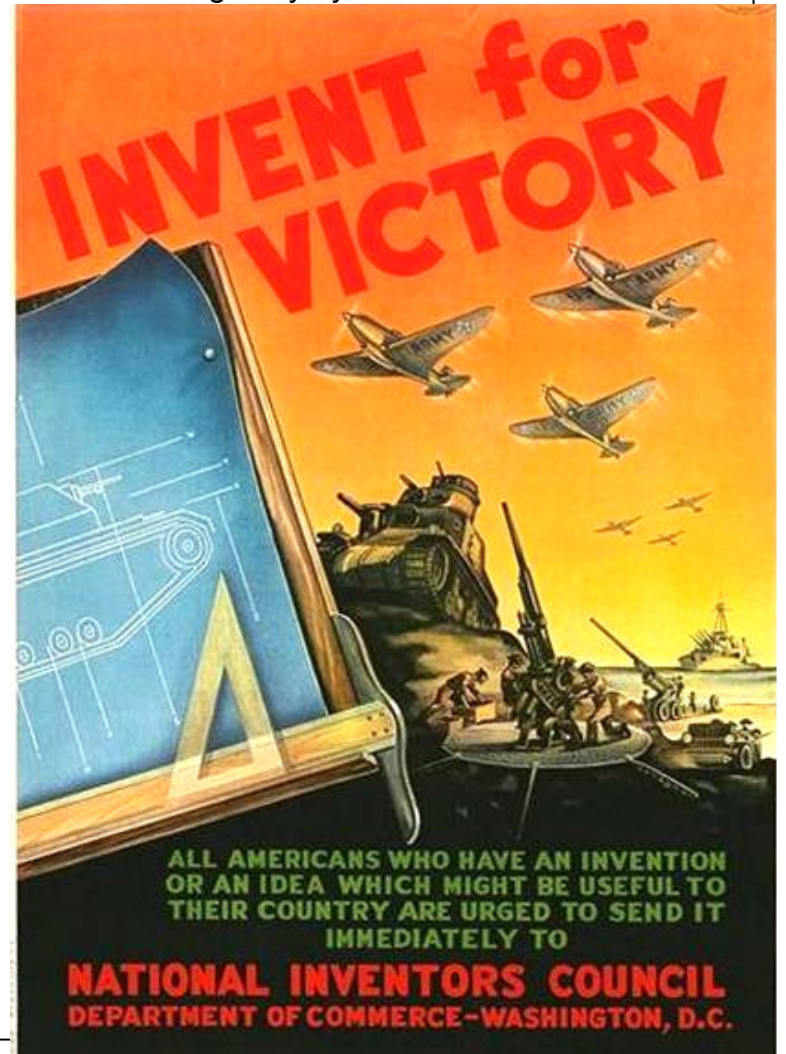
<http://www.library.northwestern.edu/govinfo/collections/wwii-posters/>

Here are some that caught my eye....



*(Left)*  
A no-nonsense poster showing a direct connection between what were sometimes called "production soldiers" and the action on the front lines.

*(Right)*  
The "National Inventors Council" undoubtedly had to wade through tons of crackpot ideas, but no doubt there were a few gems.



The Art of War (Continued)



*This was one of a series of posters aimed at "Rosie The Riveter"... aimed at encouraging them to eat right, lift with their legs, get plenty of rest, etc. I think this is the only war poster I've seen with a toilet in it....*

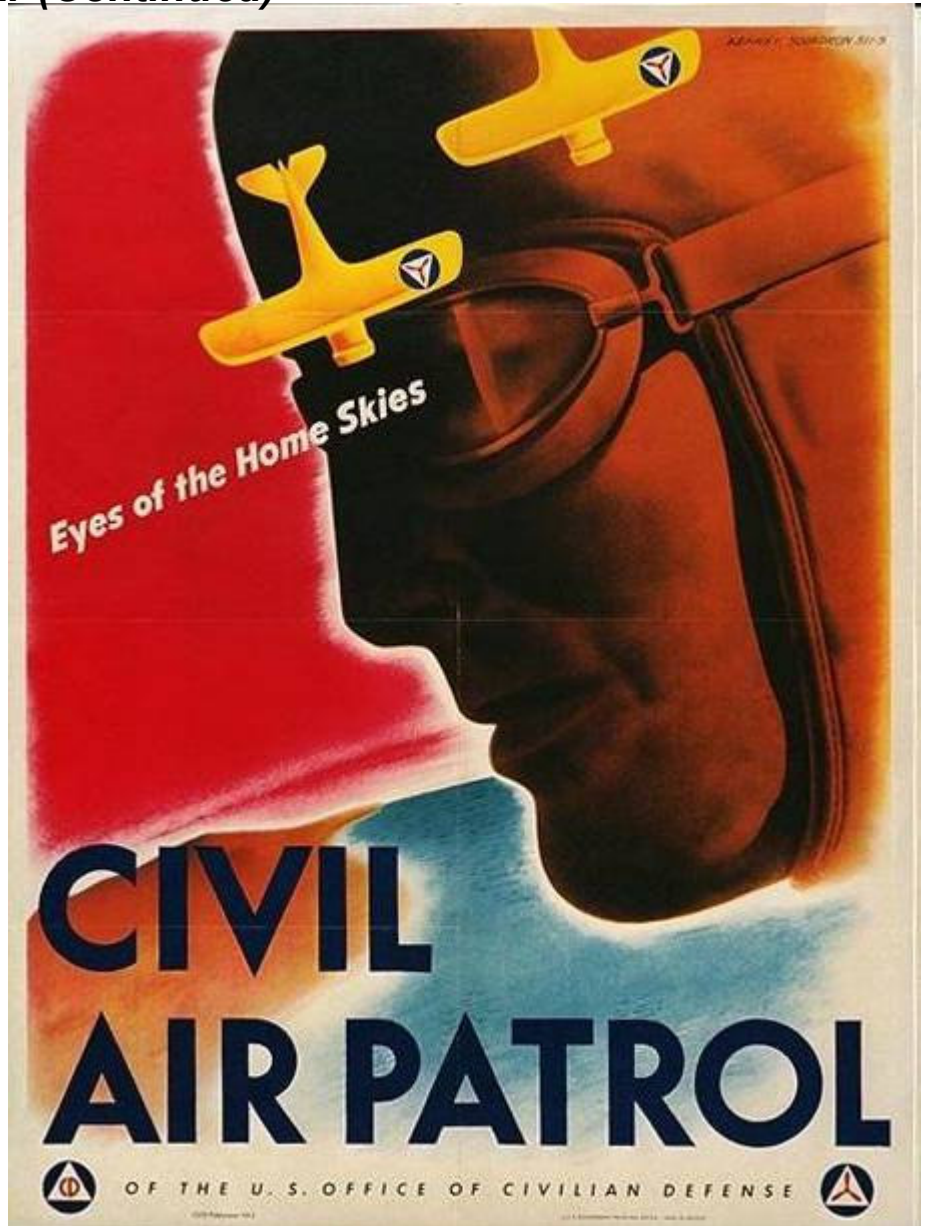


*The US lost about 750 merchant ships in the first two years of the war...each with dozens of merchant mariners aboard.*

*The Art of War (Continued)*



*With six million men either in the Services or factories, the labor problem on the farms was acute. The Women's Land Army required applicants to be physically fit and possess manual dexterity, patience, curiosity, and patriotism.*



*Even the CAP got into the act.*

## **On the Wreckord**

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

Bonde TF-51D: The pilot had just purchased the recently-completed aircraft. On his first flight. After six passes over the runway while discussing the problem over the radio, the pilot was able to extend the left main landing gear about two-thirds the way down. Witnesses advised him to "slip the airplane to the left then right." While the airplane was on downwind for runway 21 at an altitude of about 400-500 feet above ground level (agl), the airplane "appeared to enter a slip" followed by an immediate roll to the right into a nose low attitude and descended into terrain. One fatal

Velocity - Florida: The pilot began a landing descent for a planned fuel stop. The left tank was low, while the right tank gauge showed more than one-half tank of fuel. At 7,000 feet msl in the descent, the engine quit. During an emergency landing on a road, he steered the airplane to avoid an oncoming truck. The left wing struck a pole, resulting in substantial damage

Two gallons of fuel were subsequently drained from a five-gallon sump tank. No fuel could be drained from the main tanks. The tank sight gauges indicated zero in the left tank and well below the lowest mark in the right tank.

Rotorway – South Dakota: The helicopter pilot heard "loud noises" behind the cockpit that were followed by a loss of torque to the rotor system. During the autorotation into a cornfield, the helicopter landed hard and rolled over onto its right side. A postaccident inspection of the helicopter revealed that one of the transmission drive belts had failed and another belt had separated from its pulley assembly.

Acro-Sport – New Hampshire: The pilot was about 50 minutes into the flight when he started to head back to the airport. He was beginning his descent when the engine dropped back to idle and stayed. The pilot attempted to land in a field; however, the airplane's altitude was insufficient to make the field. He made a controlled landing into trees. The aircraft remained in the tops of the trees; allowing time for him and his passenger to climb out of the airplane onto the ground.

The pilot had fueled the airplane with 5 gallons of fuel, making a total of 19 gallons of fuel on board before the 50 minute flight. No discrepancies were noted with the engine throttle control

Sky Ranger – South Carolina: There were no witnesses to the accident. Investigators found the airplane had impacted the ground nose-down, and the tail was sticking up at an approximately 60-degree angle. There were an estimated 3 to 4 gallons of fuel onboard the airplane. There was no evidence of engine or airframe malfunction, and flight control continuity was confirmed from all flight control surfaces to the cockpit.

The pilot had not taken flight training, and was teaching himself how to fly.

Sky Raider – Illinois: During the takeoff roll, the tail wheel equipped airplane started to "angle to the right." The pilot applied hard left rudder pedal, but the airplane continued to turn right and went off the right side of the 30-foot wide runway, and traveled about 35 feet into a cornfield.

The pilot's logbook indicated that he had not flown between 1981 and August 2008. The pilot had flown 1 hour in the accident airplane with an instructor pilot. The accident flight was the pilot's first solo flight in the accident airplane.

## **Marketplace**

Estate sale: Acroport 1 project sitting on gear ready to cover. Acroport 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.

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)

