

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XVIII No. 4 ❖ Apr. 2010

NEXT MEETING:

2nd Thursday of the Month
April 8th, 2010
7:30 PM

LOCATION

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

Chapter Web Page

www.eaa26.org

APRIL MEETING

Program for April

HOME BUILT ACCIDENTS – NAMING NAMES

Ron Wanttaja has given several presentations showing the results of his statistical analyses of homebuilt accident records. In the past, these have always dealt with the overall homebuilt fleet. For our April program, Ron will show the result of detailed examinations of specific homebuilt types, and show how they compare with each other.



FUTURE EVENTS

- Apr. 13-18:
Sun 'n Fun,
Lakeland, FL
- June 11-13:
Golden West
Regional Fly-In,
Marysville, CA
- July 7-11:
Arlington Fly-In,
Arlington, WA
- July 26-Aug. 1:
EAA Air Venture
Oshkosh,
Oshkosh, WI

Learn to Fly Day

March 12, 2010 - Don't forget to mark May 15 on your chapter calendars as International Learn to Fly Day. It's not too late to plan a chapter event for that day, if you haven't already. The event doesn't have to be elaborate. It can be as easy as taking someone for an orientation ride or inviting someone out to the airport for the day. With a little more planning, you can host an airport open house or a pancake breakfast that's open to the community. You may even want to set up a display in your local mall or other venue to help share the spirit of aviation. For more information and ideas, visit our International Learn to Fly Day website,

www.LearnToFly.org. Don't forget to post your activities on the calendar of events, either. www.EAA.org/calendar/

If every pilot and aviation enthusiast were to introduce one new person to flying, aviation would grow. Introduce two people, and the results would be spectacular. Join us in celebrating International Learn to Fly Day on May 15 and help grow general aviation.

PILOT JOURNEY OFFERS FREE ILTFD MATERIALS

Pilot Journey, an independent web organization dedicated to promoting learning to fly and selling introductory flights, is also joining in the Learn to Fly Day celebration. Pilot Journey has offered its free International Learn to Fly Day presentation and promotional materials to EAA Chapters. For more information, visit www.LearnToFlyDay.com. Pilot Journey is offering free Learn to Fly Day resources for any interested parties, including a "seminar in a box," posters, flyers, promotion, and more. Click [here](#) for more information, or call 800-399-6144.

Curtiss Helldiver Found in Oregon Woods Twice?

April 1, 2010 — The discovery last month in the Oregon woods of the wreckage of a World War II-era warplane has raised questions about whether this was the first time someone has seen the wreckage. The origins of the Curtiss SB2C Helldiver, a U.S. Navy dive bomber, are a mystery. While initial media reports talked of this being a fresh discovery, a rather lengthy article in the [Tillamook Headlight-Herald](#) quotes extensively from longtime residents who have seen the wreckage before or have heard of a crash in that area.

A sidebar to the March 30 *Headlight-Herald* article referenced a story the newspaper published April 1, 1948, about a Navy pilot who died in a Helldiver crash in the woods where the wreckage was found.

"I saw that World War II plane wreckage some 30 years ago," said Carrol Spicer of Everett, Washington. "There was an air of sanctity and secrecy about it even then." The crash site isn't far from two naval air stations that were active during World War II.

Tillamook Air Museum curator Christian Gurling said the serial numbers indicate the plane was commissioned in 1945, the last year the model was in production.

After the war, at least one of the air stations was used to store surplus Helldivers. According to residents, those years were active with aircraft coming into the area on their way to permanent storage in Tucson, Arizona.

Donald McElrea, who lives in Harrison, Arkansas, remembers his brother talking about having seen airplane wreckage in the 1940s. "A few people were aware the plane had crashed," McElrea said. "Then the Navy showed up and was asking this and that. That's how most people found out about it.

"They went up and recovered the guns. I was about 12 and my brother was 16 at the time. A week or so after the crash, my brother and several of his friends went back up in the hills and found the crash site. They looked it all over."

Oregon State Police bomb technicians checked the site Wednesday afternoon and found no obvious signs of unexploded ordnance; however, initial responders believe there's a possibility of human remains at the site and reported seeing a wing, tail section, landing gear, and other debris. The site is in a heavily wooded area with aircraft debris stretching approximately 200 yards.

Tillamook County Sheriff Todd Anderson said that although determining when and how the Helldiver crashed is a goal of the investigation, discovering whether there are human remains at the scene is more important.

"Our number-one concern is that, if we have a couple of Navy boys out there, we treat them with respect and get them home," said Anderson.

A team of U.S. Navy personnel were called to investigate and share information with Joint Prisoner of War/Missing in Action Accounting Command in Honolulu and Navy Region Northwest.



Curtiss SB2C Helldiver Courtesy: Wikipedia.org



2010 OFFICERS

President: Ron Borovec
425.488-8145
ronborovec@verizon.net

Vice Pres: Frank Bryant
425.226.1204
seacamel@hotmail.com

Secretary: Don Davis
425.822.3439

Treasurer: Tom Susor
206.632.1397
stsusor@msn.com

Newsletter
Editor: Tracy Hach
206.321.3041
tracyh@northern-lights.com

Web Editor: Tom Osmundson
253.239.6175
dieselfume@dieselfume.com



PRESIDENT'S MESSAGE...

I really liked Dave Nason's presentation last month. I appreciate the depth of experience contained in our Chapter exemplified by his talk. He shared pictures of his 2009 trip to Oshkosh in his award winning Falco. A sort of personal trip travelogue combined with the observations of a very experienced pilot and builder. Not that Dave would say it like that. I always enjoy listening to Dave. We had to twist his arm, but we got him to speak. Thanks, Dave.

Another example is our program for this month. Ron Wanttaja will discuss accident rates and accident causes for specific types of aircraft. I read his related piece published by the EAA national this month. A very well researched and informative article. Another striking example of the depth of knowledge in our Chapter. I was impressed. Ron Wanttaja knows experimental aircraft accidents.

Last month I had the chance to go hear Captain Sullenberger speak at the Museum of Flight. Some of you were there, too. With just a little prodding, all of us will remember Captain Sully ditching his airliner in the Hudson River January last year, saving everyone on board in the process. Of course it was a team effort, something Sully took great pains to make clear.

It could have turned out much different. Less than two minutes and 40 seconds after bird strikes took out both their engines, they had safely landed their airliner off-airport. That was all the time they had. No more altitude in the bank. They went from a routine takeoff and climb to altitude, to flying an airliner without power, at low altitude, and very few options. That he made all the right command decisions and engineered a safe water ditch landing is now the stuff of history.

I was moved by Sully's personal commitment to mastering his craft, his commitment to being a superbly prepared and trained pilot. I think that was his message: each of us can prepare ourselves to be the best we can be.

It is difficult to fly and to build an airplane, that is one reason we do it. Anyone can drive and buy a car. Few fly or build airplanes. There is a lot to master in flying and building airplanes. That challenge is what we have to offer. You can and should always be learning.

See you Thursday night, April 8th, at Opportunity Skyways.

Ron Borovec

From: Frank Bryant [seacamel@hotmail.com] Especially for you pilots: Roll your mouse over any airport for the current conditions. Click on the locations and get even more wx <http://www.wrh.noaa.gov/zoa/mwmap3.php?map=usa>
Please take a look at this, tell me what you think . . .
FW: Poor Man's Glass Cockpit? http://www.youtube.com/watch?v=-6nxcoWwqqk&feature=youtube_gdata

On the Wreckord

Recent Homebuilt Accidents from the NTSB Web Page Mar. 2010

Zenair CH-601 - Arizona: The pilot had just refueled. During lift-off, the right wing felt heavy and the airplane veered to the right. The pilot applied left rudder, reduced power, lowered the nose, and landed hard. Subsequently, the left main gear and nose gear collapsed and the airplane went off the left side of the runway. The pilot reported that he failed to properly secure the large fuel panel located on the top of the right wing.

RANS S-6ES – Michigan: The left and right wing tanks contained 5 and 7 gallons of fuel, respectively, when the pilot departed on a cross-country flight. The outbound flight leg was completed without any reported problems. The pilot did not refuel before departing on the return flight. On the return flight, about 8 miles from the destination airport, the airplane experienced a total loss of engine power. The pilot was unable to restart the engine and subsequently performed a forced landing into a forest clearing. The outboard half of the left wing was damaged during the landing when it impacted a tree. After the accident, the right fuel tank still contained 7 gallons of fuel. The left fuel tank was void of any usable fuel.

The output fuel lines from each tank were secured to airframe structural tubing with nylon cable-ties. The output fuel line from the right tank was pinched closed where a cable-tie was installed, restricting the fuel flow from the right tank. According to the pilot/builder, he finished installing wingtip navigation and strobe lights about 1.4 hours flight time before the accident. During the light installation, he routed and secured the associated electrical wiring in the same area as the fuel tank output lines. The pilot/builder stated that he may have tightened the fuel line cable-tie while he installed the navigation/strobe lights.

Searey – Tennessee: The pilot was providing rides to passengers attending a celebration on Melton Lake. Following a previous uneventful local flight with another passenger, the pilot returned, landed, and the accident passenger boarded. The final moments of the accident flight were captured on video by pleasure boaters on Melton Lake. The video depicted the accident airplane flying, about 200 to 400 feet above the boat, before it proceeded away. The airplane then entered a steep bank.

The airplane then entered a steep bank, descended steeply, and impacted the water. Two fatalities.

RV-7 – Alaska: Witnesses reported seeing the airplane flying very low over the village, which is at a lower elevation than the airport (137 feet). They were concerned that the airplane would collide with power lines. They indicated that the visibility was very low, and that there was an indefinite ceiling. The airplane made two circles over the airport and village. On the last pass, it was headed east, and then turned to the north. The wreckage was found the next day. Two fatalities.

RV-6A – South Carolina: During the approach to land on the aircraft's first flight, the pilot noticed that the airspeed indicator was not working properly. He attempted to maintain a correct approach speed, but stated that he may have been going too fast. During the landing, the airplane floated down the runway. The pilot applied brake pressure, but then the airplane drifted off the left side of the runway. The nose wheel contacted a rock in a drainage area which resulted in the airplane flipping over. The propeller, fuselage, canopy, and tail section incurred damage. Post accident examination of the airspeed indicator by the pilot revealed the tubing separated from the pressure port.

F1-EVO – Indiana: The pilot observed an oil pressure warning indication on the electronic flight instrument system and noted that the engine oil pressure had dropped to approximately one pound per square inch. He immediately turned toward the nearest airport, which was about 7 miles away; however, the engine stopped producing power about one minute later. The airplane subsequently nosed over during the forced landing. A post accident examination of the airplane revealed that an oil line between the oil cooler and the engine became disconnected. The oil line and fitting appeared to be otherwise intact. The oil line connection was not equipped with a clamp, and relied on the interference of the line and the fitting to maintain the connection. The pilot stated that the oil line manufacturer assured him that the design configuration was adequate.

Marketplace

AIRCRAFT 1983 Thorp T-18, N583C, Home built, w/rebuilt Lycoming 0-290 _____ \$25,000.00

AIRCRAFT 1954 Story Experimental #2, N1338N, Continental A65 _____ \$10,000.00

AIRCRAFT 1956 Tri-Pacer N9950D; Converted to Pacer and restored to new condition

Flying Club Membership for sale or make offer for purchase of aircraft.

ENGINE Lycoming 0-290 no accessories _____ \$1000.00

1984 Flatbed Single Axle Trailer, wood bed w/raised fender wells, constructed for moving aircraft. 25 feet X 95 inches; weight 1540 pounds____ \$700.00*

MOTOR HOME 1991 Gulf Stream 27 feet long, good condition _____ \$10,000.00

ASHFORD, WA Lot at 31316 Mt. Tahoma Canyon Rd. E. unimproved w/drive \$15,000.00*

Contact: cefann@peoplepc.com Please use "EAA" in subject line of E-mail

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.

Misc building materials for sale. Johnny Therrell is clearing out some building materials. Free: One set of Alaska cedar/mahogany wing ribs and Alaska Cedar main and rear spars for a long wing Whitman Tailwind.

For sale soon: Various woodworking tools, prices TBD. Contact jitherrell@comcast.net, phone (425) 746-6295 Address: 16112 SE 42nd Place, Bellevue, WA

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 based at Paine. No small project, if seriously interested, contact Tom Osmundson, 253-239-6175

dieselfume@dieselfume.com

NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION
17845 24th Ave
Shoreline, WA 98155

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The Newsletter of EAA Chapter 26

