

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume IX No. 4 ❖ Apr 2011

NEXT MEETING:

2nd Thursday of the Month
April 14th, 2011
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 2011:

- Spence Campbell is the co-owner of Aviation Training Center, an FAA Gold Seal Instructor and an instrument training specialist. He has been flying for forty-three years and has taught for thirty years, fifteen of which have been in aviation training. During each of the past three years, he has averaged 2,500 hours of combined simulator, ground school, and airplane instrument training. He is well qualified to discuss aviation flight training.



FUTURE EVENTS

May 7, 2011 [Ranger Creek Work Party and Chili Feed](#)

Greenwater, WA

May 21, 2011

[General Aviation Day](#) Everett, WA

June 11-13:

Golden West
Regional Fly-In,
Marysville, CA

Jun 19, 2011

[Bellingham Fly-In](#)
Bellingham, WA

July 6-10:

Arlington Fly-In,
Arlington, WA

July 25-31:

EAA Air Venture
Oshkosh, WI

Boeing Employees Building a Glasair

By [Ric Reynolds](#), News Editor, EAA 642317



Build Certify and Fly team members at the wing of their Glasair SII project.

March 17, 2011 — One of the latest projects being worked on at Boeing in Seattle, Washington, is an all-composite experimental model. It's not a next-generation airliner or a prototype for the military, but a Glasair Super II, being built by a group of Boeing employees. After certification, the airplane will become a part of the fleet for the company's flying club, the Boeing Employee Flying Association. Build Certify and Fly (BCnF) is a project that challenges a group of early career Boeing employees to build, test, and certify the composite homebuilt airplane. They started working on the plane in December 2010 and are hoping for certification at the end of next year.

"When you work at a big corporation like Boeing, you normally are focused on one thing," explained Chris Tezak of Boeing's Aero Accident/Incident Investigation unit. "By being involved in the Build Certify and Fly project, participants will be involved in the entire process."

The company supports the project through its Opportunities for New Experiences program, a corporate initiative that helps groom its future leaders. Experience gained through project and budget management, systems design, systems manufacturing, and other elements positions them to be future company leaders.

Previously funded projects include electric aircraft, solar power, and others but the from-the-ground-up Glasair project is likely the biggest to come out of the program so far, Tezak said.

Along with building up the airplane's composite structure, team members will design the systems, procure an avionics package and powerplant, and develop and perform a flight test program for certification.

The group met and planned the project in 2010, got it approved, then acquired the regular kit (not a fast-build) from Glasair in December. Working space is provided by the company's Structures Concept Center. Thus far the fuselage is together and work is progressing on the horizontal stabilizer and wings.

The project's 32-member team involves mostly engineers. Only a few are pilots, including Miguel Marmol, EAA 1051256, one of the project leaders. In early February, the team received a visit from EAA Technical Counselor Tom Osmundson of Chapter 26, which is based at Boeing Field. Marmol wrote on the BCnF blog, "Tom showed us some forms of non-destructive inspection (NDI) that were low-cost (read: FREE) and were effective at giving us a good idea of the quality of our build."

Someday they hope to show off their completed plane to the public at major aviation events like the Arlington Fly-In or maybe even AirVenture Oshkosh. For now, you can follow BCnF's progress at its [blog](#) and [Facebook](#) pages.

SHARE YOUR PASSION FOR FLIGHT - GET A FRIEND OFF THE GROUND

EAA and Sporty's have partnered on a complete "get started in flying" package called Flight Experience. It's a great way to share your passion for flying and inspire a friend to start his or her journey. The package comes with a flight lesson gift certificate that's redeemable at most flight schools, a six-month membership in EAA, a flight training DVD, and much more -all for only \$139. [Click here](#) to find out how you can share the gift of flight or call 800-564-6322.

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PRESIDENT'S MESSAGE...

I was going to write some thoughts regarding entry expenses in General Aviation. But Bruce Landsberg beat me to it. He is president of the AOPA Foundation and writes a column in *AOPA Pilot* magazine. I don't normally get very excited over anything I read in that magazine, but I thought Bruce's article from March was spot on. He did a great job of summarizing issues behind the declining population of pilots in the U.S. I am going to focus on his big one. Cost.

When I joined EAA in 1964 as a high school kid, I was drawn to the idea of building my own aircraft. I thought that would make an airplane cheap and affordable. Building something did not seem outlandish since we pretty much grew up doing everything we could ourselves. Working on cars or building houses was just the way you got things done. Could an airplane be that tough?

The other thing that struck me at the time was that homebuilt airplanes were out of the mainstream, different, a curiosity and a little weird. That is also when most people seemed to think that airplanes were broadly affordable. I Googled the 1964 Cessna 172 and those new ones were selling for about \$11,000. Of course, even that would not get me or my family flying back then.

That perception of strangeness, of course, has changed. Now homebuilt airplanes have become very mainstream. Some years, including 2010, more homebuilt aircraft are added to the U.S. fleet than are store-bought.

All this cost stuff seems based on the notion homebuilts are cheap. Well, they are generally cheaper than a new Cessna 172 at about \$270,000, but probably not cheaper than some used alternatives. I have seen several Cessna 150s advertised in the \$20,000's. That is cheaper than many homebuilts. And those C-150's probably hold their value well, too. But they are not too exciting. Most pilots do not dream of C-150s.

Many homebuilt airplanes are someone's dream. It's not surprising many homebuilts are very expensive in both money and time. After all, it is going to be your perfect airplane.

But homebuilt airplanes don't have to be expensive. For the person with the passion, there are many ways to fly. Hang gliders, ultralights, Light Sport planes, simple experimentals. There are good homebuilts that are pretty cheap, even by Cessna 150 standards.

Homebuilding can still drastically reduce the cost of aviating.

-Ron Borovec

Storm Rips Through Sun 'n Fun Substantial damage reported, but no serious injuries



[Photo gallery](#)

March 31, 2011 (3:48 p.m. CDT) - A massive storm cell blew through the Sun 'n Fun Fly-In at Lakeland, Florida, Thursday morning, halting the event and causing serious damage to aircraft and property, but no serious injuries, according to reports from local news sources. The National Weather Service confirmed that at least two tornadoes moved across Polk County. Photos and video taken at Lakeland Linder Regional Airport in the wake of the storm confirm damage to numerous aircraft attending the fly-in – many severely. Also damaged were numerous exhibition tents and some buildings, and power and Internet service was down. Late Thursday afternoon, Sun 'n Fun officials told EAA staff on the scene, including EAA President Rod Hightower and EAA Founder Paul Poberezny, that fly-in organizers were asking all people to leave the field Thursday so emergency and hazmat crews could inspect the site and determine the damage.

Although all remaining Thursday activities at Sun 'n Fun were canceled, the event is expected to be open again on Friday morning. Crews will be working through the night to first ensure the safety of the site, followed by debris pickup, and then assist with damaged aircraft.

“EAA members on the scene have been out in force, doing what they do best in support of their fellow aviators,” Hightower said. “We are offering whatever support we can to Sun 'n Fun as it seeks to resume operations.”

The approximately one dozen EAA staff members working at the event were quickly accounted for and did not suffer any injuries. Sun 'n Fun officials reported that only seven people were transported to area hospitals for injuries, with none of the injuries serious. The show's organizers said all persons on the site at the time of the storm have been accounted for as well.

A photo gallery showing fly-in damage can be seen [here](#). Regular updates will be posted at www.EAA.org/lakeland. EAA will continue to update this story as it receives additional confirmed information.

New Homebuilts Outpace Production Models in 2010

February 24, 2011 — This week, the General Aviation Manufacturers Association (GAMA) released its annual Statistical Databook, with the new edition covering the 2010 calendar year. Included in the comprehensive edition are factory-built aircraft shipment totals. The worldwide aircraft shipments included 2,015 total aircraft, including 889 piston-powered aircraft, 763 business jets, and 363 turboprops. Total shipments declined 11.4 percent because of the struggling economy.

Interestingly, homebuilt aircraft registrations continued their growth in the U.S. last year. A total of 941 homebuilt aircraft were added to the FAA registry in 2010, an increase of 10 percent from the previous year. There are now more than 32,000 homebuilt aircraft registered in the U.S.

[Review the GAMA 2011 Databook](#)



Festo RoboGull

The German automation company Festo has perfected its SmartBird, a robotic seagull that depicts almost flawless mimicry of a bird's flight. An internal battery powers motors and cables that move the head, torso, tail, and wings. The wings can also twist from root to tip just like a bird.

[Watch the video](#)

Airmen Transition to Experimental or Unfamiliar Airplanes
The Advisory Circular I worked on last year has been released. The FAA site has a real convoluted link, but I've put the document up on our web page:

<http://www.eaa26.org/ac90-109.pdf>

Ron Wanttaja

Interesting links submitted by Tom Osmundson :

http://www.abc.net.au/4corners/special_edds/20110328/qantas/
Good documentary of the Qantas A380 uncontained engine failure.

Flight testing can be dangerous... (I sit next to a guy that knew 2 of the 4)

<http://www.flightglobal.com/blogs/flightblogger/2011/04/breaking-faa-confirms-gulfstre.html>

http://www3.nts.gov/aviationquery/brief.aspx?ev_id=20110403X03645&key=1

/"The Laws of Aerodynamics are unforgiving and the ground is hard." -

Michael Collins/

Just because they do it on flying Wild Alaska doesn't mean you can do it anywhere in NY...

http://www.avweb.com/avwebflash/news/NewYork_RockawayEach_AllegedEmergencyLandingInvestigated_204440-1.html

...and if you are gonna do it, don't come up with a BS story and leave a trail of bread crumbs from talking with Tower that you're gonna do it. Especially if you are down low in class G uncontrolled airspace to begin with. Also, remember your tide tables before doing this. The mp3 link of the tower tapes is a hoot.

Oddball's Tech Counselor AC of the Month: AC20-30B Aircraft Position

Light and Anti collision light installations.

[http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/94d4758b3f48035186256bf40064457d/\\$FILE/AC20-30B.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/94d4758b3f48035186256bf40064457d/$FILE/AC20-30B.pdf)

Area for other members to contribute stories:

Recent Homebuilt Accidents from the NTSB Web Page Apr. 2011, Submitted by Ron Wanttaja

SRV-9 - Idaho: In near calm wind conditions, the airplane veered sharply left after touchdown. The pilot was unable to redirect the airplane's course back toward the runway using right rudder and right brake. The airplane departed the left side of the runway while rolling between 25 and 30 miles per hour. Thereafter, it rolled onto an open soft dirt field adjacent to the runway's edge, the nose gear dug into the dirt, and the airplane came to rest upside down. A Federal Aviation Administration inspector examined the accident site and airplane. He reported observing evidence on the runway of nose gear shimmy. Also, he reported observing evidence that the nose gear created a furrow in the soft dirt consistent with the nose gear wheel being canted sideways before breaking in an aft direction. Physical evidence related to the pilot's loss of directional/steering control was not found.

Varieze - Arizona: The pilot called the control tower and reported that the airplane's engine had stopped running. He said that he was 25 nautical miles southeast of the airport. The pilot told rescuers that he had run out of fuel and the engine had stopped running. A examination drained approximately 1/2 cup of liquid from the gascolator into a clean glass jar. The liquid consisted of approximately 95% rust-contaminated water and 5% clear fluid, which smelled like auto fuel. The gascolator screen was covered by approximately 25% debris and other contaminants. The bottom of the gascolator was rusted and contained a reddish sludge.

Zenith CH701 - Missouri: Shortly after takeoff, at 300 feet above ground level, the engine revved excessively and power was lost to the propeller. The pilot performed an off airport forced landing. During the forced landing, the airplane impacted terrain and sustained substantial damage to the forward fuselage. Examination of the airplane revealed that both engine-to-propeller drive belts failed, which led to the reported engine overspeed and lack of propeller drive. A representative of the manufacturer stated that the belt failure during the accident was caused by loose belts or a lack of proper tension on the belts and that the belt tension should have been checked during a preflight inspection.

Mustang II – California: A CFI with Bushby Mustang experience offered to provide a prospective airplane purchaser with a familiarization flight that included stalls and landings. The CFI demonstrated a couple of stalls to the student, who held a private pilot certificate and a tailwheel endorsement, and they then practiced landings. The CFI stated that the pilot's first landing was not satisfactorily performed, and the pilot almost lost control of the conventional gear airplane during rollout.

The pilot's second approach and 3-point touchdown appeared to be satisfactory; however, after the airplane rolled several hundred feet, the private pilot suddenly and abruptly applied left and right rudder pressure while moving the flight controls erratically. The CFI joined the pilot on the flight controls in an attempt at maintaining control. The CFI could not overcome the inputs of the private pilot and directional control was lost.

Rocket – California: The pilot was scheduled to participate in the annual Borrego Hammerhead Roundup aerobatic competition. Pilots were allotted a 10-minute practice session in the designated aerobatic area. During the accident pilot's 10-minute practice session, the witness observed the airplane perform a series of maneuvers prior to receiving a 2-minute time warning. Witnesses observed the accident airplane conduct an approximate "30-degree downline to gain airspeed" from an altitude of about 3,500 feet above ground level. Shortly thereafter, witnesses heard a transmission in the blind from the accident pilot stating "my stick broke." The accident airplane descend in a nose down attitude into terrain. One fatal.

KR-2 – Ohio: The pilot was performing high speed taxi testing of his tailwheel-equipped amateur-built airplane. During one of the high speed taxi runs the airplane inadvertently became airborne. He attempted to land, but then decided to go airborne. The pilot climbed to an altitude of about 3,000 feet and flew for approximately 40 minutes before returning to land. He attempted a wheel landing. The airplane bounced and the airplane came back down hard. The airplane's retractable main landing gear collapsed and the airplane skidded to a stop on its belly.

Zenith CH-750 – Florida: During landing, the pilot deployed 5 degrees of flaps, reduced power about 5 feet above the runway, and while attempting to flare, felt he had no elevator authority. The nosegear impacted the ground first and collapsed, and the airplane settled on its left wing tip with damage to the left wing. The pilot reported there were no mechanical problems with the airplane and that the airplane was not equipped with a stall warning device, nor was there an option to purchase and install one as a kit-item from the manufacturer. The pilot further stated that the accident landing was only the third time he had deployed the flaps for landing.

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.

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 jltherrell@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

Chap.326 member Don Hatler is moving to TX, having finished his Glastar; now he has a bunch of parts he doesn't need. Items are available for inspection at hangar 94 at Thun Field. Contact John Brick (253) 230-8516 for hangar access. Contact Don Hatler at reddstang@hotmail.com about prices.(253)569-5386.

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



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION
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