

WIND IN THE WIRES



The Newsletter of EAA Chapter 26 ❖ Experimental Aircraft Association ❖ Seattle, Washington

VOLUME XV NO. 8

August 2007

NEXT MEETING:

2nd Thursday of the Month
August 9th, 2007
7:30 PM

LOCATION

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

Chapter Web Page

www.eaa26.org

AUGUST MEETING

Arlington and Oshkosh

Our August tradition continues...the meeting consists of photos and reminisces of the big shows of the summer: Arlington and Oshkosh!

Bring your photos and your memories to the meeting!

FUTURE EVENTS

- Aug 12th: Chapter 326
Burger Burn, Pierce Co.
Airport (1 PM)
- Aug 17-19: Northwest
Antique Aircraft Club Fly-
In, McMinnville, OR
- Sept 1: Blackberry festival,
Bremerton
- Sept 23- Chapter 26 fly-in
picnic, Crest Airpark



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Want to volunteer?

See any one of the officers 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!

PRESIDENT'S MESSAGE...

Summer Challenges

Summer is here and flying activities are in full swing with good weather and long days. From paragliders in the mountains to Blue Angels over downtown Seattle the spectrum of aviation is indeed broad in our Pacific Northwest.

Arlington this year had a considerable emphasis on new aircraft – Galvin's with a range of Diamond aircraft, including a couple of the Twin Star diesel light twins, to a number of the new Light Sport Aircraft on display. Maybe it was just my state of mind as I was recovering from a sinus infection, however my impression of Arlington this year was of a significant reduction in aircraft on display over previous years.

It was great to see the full scale homebuilt Spitfire start up and fly around with its Allison engine. And after talking with Steve Mahoney at length about modifications to his BD4 (Many great ideas to borrow for the Wickham Twin...!), I was excited to see he won the award for Best Workmanship, Custom Built, certainly well deserved!

For those of you looking for the Wickham 'B', I'm sorry I didn't get the airplane to Arlington, however I haven't been able to fly during July at all due to sinus and ear problems. What a bummer at the height of the flying season!

At Airventure Oshkosh this year there were several new aircraft announcements, not so much in the homebuilt experimental category, but with certificated aircraft. It's great to see so much development going on, although if I was a buyer it would be hard to decide what to buy! Ron Wanttaja will fill us in with photos and animated descriptions at this month's meeting!

On the subject of Light Sport Aircraft it's been exciting to watch the number of these aircraft actually in use increasing. At Renton I have seen several different types shooting touch and goes, with performance generally better than a C-150 (i.e. take-off distance and altitude gain). And although the engines in some of

(Continued on next page)

President's Message (continued):

them are a bit noisier than I think they should be, they certainly don't have the sharp bark of the C-150 which helps with the neighbors.

Our summer chapter picnic was moved out to September this year, based on comments from last year indicating the August time frame conflicted with various vacation schedules. See the notice elsewhere in this newsletter for the details. Fly safe and...

Have fun!

Ross

Chapter 26 Picnic



Chapter 26 will hold its annual picnic on Sunday, the 23th of September, at Steve and Lynda Crider's hangar at Crest Airpark (17644 SE 299th Place, Kent WA 98042). More details (such as what to bring) will be discussed at the August and September meetings.

EAA Chapter 326 Annual Burger Burn

Sunday, 12 August, 1 PM

Puyallup Chapter 326 is breaking a tradition by holding their annual Burger Burn on Sunday instead of their normal Tuesday evening meeting time. They hope that Sunday will be more convenient for neighboring chapters and increase participation.



This is a potluck affair. Bring food if you like but it is not necessary or expected.

Aircraft will be parked along the taxiway on the south end of the Pierce County Airport. They should have plenty of homebuilts to peruse.

News from National

From www.eaa.org

AIRVENTURE 2007 HAILED AS 'BEST EVER'

"I believe we can use the term 'the best ever' in describing this year's event," says EAA President Tom Poberezny. "The number of aviation innovations and introductions we saw at Oshkosh were unprecedented, and there was a very positive feeling among pilots and aviation enthusiasts. In addition, exhibitors throughout the grounds noted strong interest and, in some cases, record sales."

"The upbeat attitude, the future developments on display here, new airframe announcements, innovations-everything shows a bright future for aviation, and it was all on display at Oshkosh this year," Poberezny added.

As for the numbers...more than 10,000 airplanes descended on Wittman Regional and overflow East Central Wisconsin airports, including 2,647 showplanes, 985 homebuilts, 1,014 vintage aircraft, 365 warbirds, 136 ultralights, 117 seaplanes, and 30 rotorcraft. There were nearly 800 exhibitors, 900 media representatives, and overall attendance was estimated at 560,000, up about 3.2 percent over 2006, including close to 40,000 campers.

Maintaining its global popularity, approximately 1,700 international visitors registered from 60 nations. (As this number represents non-U.S. visitors who register at the International Visitors Tent, the actual international contingent is undoubtedly larger.) Poberezny observed that EAA AirVenture is now mentioned in the same breath as the large European air shows at Farnborough and Paris. "Not that Oshkosh is bigger, but that it is as important to aviation."

ULTRALIGHTS HERE TO STAY, SAYS FAA ADMINISTRATOR

"The FAA has no intention of doing away with Part 103," says FAA Administrator Marion Blakey. Some visitors to AirVenture have observed that the Ultralight Area seems to have fewer aircraft and exhibitors than in prior years. And some in the ultralight community are wondering about the future of Part 103, now that the light-sport aircraft (LSA) market is taking off.

Blakey said the entry of Cessna and Cirrus aircraft into the LSA market demonstrates that light sport has become "mainstream and real" and that it will be "a firmly rooted part of aviation's future." Companies like Cessna and Cirrus wouldn't get into LSA, she added, if they didn't think it was an important market.

"It seems to me," Blakey said, "that there is a natural migration" occurring from ultralights to light-sport aircraft because of the opportunity that LSAs represent, "but that doesn't mean there won't also be a tremendous draw into ultralights." Ultralights, she said, represent "a true individuality and freedom, and that's going to continue."

Marketplace

Wanted: Wanted: Dirty, old, worn-out exhaust parts for Lycoming engines. Looking for old exhaust pipes, tubes, mufflers, and heat exchangers to use for mock-up purposes while developing a new exhaust system for the Wickham B - If you have any stuff you want to get rid of please let me know! Ross Mahon 425.827.2493 or Rossair@aol.com

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 .

Non-Builder Frequently Asked Questions

From the EAA Members' Web Page

I am going to buy a used homebuilt, what work can I perform myself?

FAR Part 43 specifically states that the rules of that part do not apply to experimental, amateur-built aircraft. Therefore, any work (not just maintenance) on an experimental aircraft can be performed virtually by anyone regardless of credentials. (This does not apply to the condition inspection). Let common sense be your guide as to what maintenance you conduct yourself.

What is a Condition Inspection?

A condition inspection is the equivalent of an "annual" for a type certificated aircraft. Although FAR Part 91.409(c)(1) specifically states that experimental aircraft do not require annual inspections, the operating limitations on your homebuilt will include the following (or something similar):

No person shall operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail of appendix D to part 43, or other FAA-approved programs, and found to be in a condition for safe operation. This inspection will be recorded in the aircraft maintenance records. Condition inspections shall be recorded in the aircraft maintenance records showing the following or a similarly worded statement: "I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of appendix D to part 43 and found to be in a condition for safe operation." The entry will include the aircraft total time in service, and the name, signature, certificate number, and type of certificate held by the person performing the inspection.

See the condition inspection checklist for use in conducting annual condition inspections under the Operating section of this web.

Since I don't have a Repairman Certificate, who must perform the Condition Inspection?

The inspection can be performed by any licensed A&P mechanic, an FAA Approved Repair Station, or by the original builder of the airplane provided the builder has a "Repairman Certificate" for that aircraft from the FAA. Note that unlike an annual for a type certificated aircraft, the A&P mechanic does NOT have to have his/her "Inspection Authorization". Sometimes, if you are lucky, you can include as part of the purchase that the builder will continue to perform the condition inspections.

I am having trouble finding an A&P to perform my Condition Inspection, any ideas where to find one?

The best place to find a local A&P willing to work on homebuilt aircraft is through your local EAA Chapter. Many EAA Chapters have A&Ps who are chapter members and will help you out. Usually, the Technical Counselor is the best person to ask. If that doesn't work, see if someone else in the chapter owns a homebuilt he did not build and find out who he is getting to perform his condition inspection.

[Editor's note: I've had Mike Noland of Auburn Valley Aviation (206-852-5597) perform the Condition Inspection of my Fly Baby for the past several years. He's willing to inspect other homebuilts, as well. Also, Leonard Costell has a portable transponder test rig and can come to your hangar for the re-certification. He lives in Vancouver Washington, but often travels to the Seattle area. His prices are comparable to those of the FBOs. Let him know if it's just a two-year recertification or a brand-new installation; he needs to bring different gear. 360-921-2222.]

Whetting your Appetite

This month's meeting features photos and stories from Oshkosh and Arlington



On the Wreckord

Selected June Homebuilt Accidents from the NTSB Web Page

Pietenpol - California: The pilot reported that after flying for about 40 minutes he noticed the oil temperature gauge begin to rise. He had started looking for a suitable place to land when the oil temperature and engine temperature gauges both went beyond the red line. At 2,500 feet the engine made loud metallic clanking noises and began to shake violently. He shut the engine down and proceeded to make an emergency landing in a plowed field. The airplane nosed over during the ground roll. Examination of the antique Ford Model B engine revealed that the connecting rod for the number 2 piston failed. The time since last overhaul on the engine was 6 hours.

Thorp T-18 - California: The day before the accident, the engine experienced a loss of power "from apparent fuel starvation." Before the next flight, the owner installed fuel hose directly from tank to carb, bypassing gascolator and fuel flow sensor. Approximately 500 feet above ground level, the engine lost power. The pilot turned the aircraft back towards the departure runway. While turning to line up with the grass along side the runway, the aircraft sank out of the turn, collapsed left gear leg and bent left wing - landing in soft grass."

Sea Rey - Florida: According to witnesses, the airplane was observed flying at tree top level, following a canal when it struck power lines and cart wheeled into the water. Two of the witnesses swam to the airplane and attempted to rescue the pilot but were unsuccessful. One fatal.

Murphy Moose - Washington: Shortly after touchdown, the aircraft started a slight drift to the right. The pilot applied left rudder to compensate and felt a "thunk" as the left rudder pedal locked forward, over center, underneath the brake pedal, which prevented the use of the left brake. The aircraft briefly lurched to the left. He applied hard right rudder, but with no apparent effect. He next applied right brake and intentionally ground looped the aircraft to prevent going down an embankment on the south side of the runway. The pilot said that other pilots have reported this problem with their homebuilt airplane's manufactured from the same kit.

Avid Flyer - Wyoming: Pilot lost power, was able to restart the engine, but it lost power again. The pilot made a forced landing next to a dirt road in a canyon. During the landing, the landing gear folded back and buckled the fuselage. Additional tubular structure members were bent. The pilot's mechanic said that fuel flow was restricted due to a partially obstructed fuel filter.

RV-6 - Maryland: The pilot was landing on runway 21 and was high and fast. The pilot raised the nose to bleed off airspeed and altitude was between 10 to 15 feet. The airplane stalled, the nose wheel collided with the runway, the airplane bounced, contacted the runway and started sliding. The airplane departed the right side of the runway, and nosed over inverted.

Nieuport - New York: The pilot was test flying the airplane after modifying the landing gear suspension. Upon touchdown on the main wheels the airplane "deliberately" went to the left. Pilot applied right rudder with no response and the right wing struck the ground and flipped the airplane completely over. The pilot had had two previous landing gear center bar failures and had reinforced the center tube to a larger diameter, and had tightened the lateral landing gear cables and safety wired them. He also reduced the spring tension from 6 to 5-turns which he stated was the wrong thing to do.

RV-4 - New York: The airplane was flying north, approximately 250 feet agl. The airplane performed a barrel roll, and then entered a loop. The airplane completed about half of the loop, then dropped from the top of the loop, spun to the right, and descended rapidly into a field. Two fatal.

NEWSLETTER

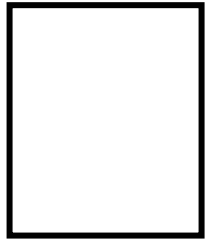
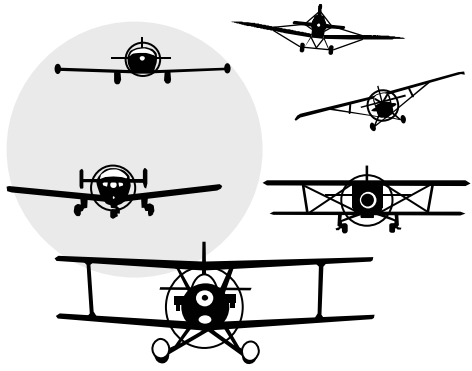


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This Month's Program: Discussion/Photos from Arlington and Oshkosh