

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XVI No. 8 ❖ Aug 2008

NEXT MEETING:

2nd Thursday of the Month
Aug 8th, 2008
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 to share....



FUTURE EVENTS

Aug 15-17– NWAAA Fly-In

Aug 15-17– Van's Homecoming, Independence Airport

Aug 17 – Wings and Wheels, Pierce Co.

Aug 23 – Lynden Airport Fly-in

Aug 30 – Bremerton Blackberry Festival

Sept 7 – EAA Chapter 26 Fly-In Picnic

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PRESIDENT'S MESSAGE...

Summer Flying

Hope everyone has enjoyed several hours of flying and fly-ins with blue skies. There are several fly-ins this August: Thun Field on the 17th, the Antique Aircraft Fly-In at McMinnville OR the 15th thru 17th, the NorWest Fly-Fest at Eugene OR on the 23rd, and the Blackberry Festival Fly-In at Bremerton on the 30th. I'm sure there are several others I haven't mentioned.

On the subject of fly-ins, Chapter 26 will have our annual Fly-In Picnic at Crest Airpark on 7 September (Steve and Lynda Crider's place). Hope to see you there!

At the June meeting I forgot to bring up the subject of recognizing Geoff Sharples and his many years of service to the chapter. Please bring up your ideas at the August meeting.

Also from our June meeting, Ron Borovec has volunteered to be our new Vice-President. Many thanks for stepping up to the plate!

As far as my summer flying, I had many hours of flying fun going cross-country to Oshkosh. This is the first cross-country trip that I've been on east of the cascades, as well as my first trip to Oshkosh. The opportunity to experience it in the Wickham Twin flying with the Bluebird made the experience that much better. I'm sure I got much more out of it making 200nmi hops across the country low and slow. Some folks experience cross country flight flying high, fast, and far. They sometimes make calls on the CTAF over flying airports at 11500 feet instead of visiting those airports...

I learned several things about cross-countries and flying in general. Western Montana has an appetite for Plexiglas. Minnesota mosquitoes make lots of good sized spots on Plexiglas. (Better the Plexiglas gets them instead of them eating us for supper) Communities in the Midwest seem to value their airports a bit more than out here, and security around the airport isn't as much of a concern. Weather isn't always as nice as reported. Practical bases to cloud layers with hazy skies may not be near the reported bases. There are a TON of windmills in upper Midwest, orders of magnitude more than we see in the Northwest. GPS's can be very aggravating when they don't work, but they also make chirping-beeping mating calls when they meet other GPSs in the morning, often after weather briefings. I'm sure you can tell there are many more stories to tell, so see you at the next meeting!

Tom



More Time Provided for Comments on 51% Proposed Policy

The FAA has granted EAA's request to extend the deadline through September 30, 2008 for comments on the newly proposed FAA policy for administering and enforcing the 51% rule. EAA encourages its members to review the policy and submit their comments to the FAA. EAA also asks that a copy of submitted comments be sent to govt@eaa.org.

Numbers Show Another Successful AirVenture

Attendance and other figures are coming in from the recently concluded EAA AirVenture Oshkosh 2008, and they're reflecting what EAA President Tom Poberezny said in preliminary reports on Sunday; this year's convention was another Oshkosh success that solidified the importance of EAA AirVenture to the aviation community.

"The concern was that 2008 would be less than a banner year, because of questions and challenges in areas such as fuel prices and the economy, but it turned out to be an overwhelming week," Poberezny said. "Each day on the grounds was filled with outstanding activities that made every day at AirVenture a unique event in itself. This year's 'Oshkosh' was the shot of enthusiasm, inspiration, and economic boost that aviation needed."

Overall attendance is estimated at 540,000, which is a slight drop from last year but on par with the 2006 event. Poberezny attributed the steady figures to outstanding programs, numerous announcements for aviation innovations, and superb weather. Exhibitors reported "good to record-setting sales."

FAA Extends Duration of First- and Third-Class Medical Certificates

The FAA has extended the duration of first- and third-class medical certificates for pilots under the age of 40. Under the revision, first-class medical certificates have been extended from 6 months to one year, and third-class medical certificates from 3 years to 5 years. The ages and examination periods were selected based on current ICAO standards

The new duration periods are effective immediately, and effects current medical certificate holders as well. Those with first- and third-class medical certificates who were under the age of 40 on the date of the application for their certificate will be covered by the new, longer durations established under FAR 61.23(d).

New Oshkosh ATC Tower Operational

The new ATC tower at Wittman Regional Airport provides a much better view of runway 18/36 for controllers.

On Tuesday, July 15, the FAA opened its new, \$5.6 million air traffic control tower to local media for facility tours in advance of EAA AirVenture Oshkosh 2008, and it's definitely a room with a great view. The 525-square foot tower cab is significantly larger than that of the old tower, which was commissioned in 1963.

Oshkosh Tower personnel began operating from the new facility on July 1, to "make sure any last-minute bugs were taken care of prior to AirVenture," said Wanda Adelman, FAA district manager for air traffic operations in Wisconsin and the Great Lakes District.

Chapter 26 Picnic



Chapter 26 will hold its annual picnic on Sunday, the 7th of September, at Steve and Lynda Crider's hangar at Crest Airpark (17644 SE 299th Place, Kent WA 98042). Past practice is to arrive after 12 Noon, eat about 2 PM...bring salads, appetizers, and deserts. More details will be discussed at the August meeting.

Arlington 2008 – The Day Before

I had house guests arrive the Monday before Arlington began. Normally, I fly my plane up on Thursday, but I figured I wasn't going to be able to take the several hours necessary to run the plane up and get a ride back home.

However, my friends decided to get together with some relatives on Tuesday afternoon, the day before the show was to start. Since they would be gone most of the afternoon, I thought I'd fly the plane up then. It was especially attractive since then I wouldn't have to deal with the special ATC procedures or the temporary tower.

Oshkosh, of course, is legendary for the field filling up even before the show's opening, and I wasn't sure what kind of crowd I'd encounter at Arlington the day before the start. It was pretty much the opposite... a huge show area, with all the structures and signage...but nearly no aircraft.

The dearth of airplanes made it seem like something from "The Twilight Zone." Normally, I either see the show grounds in full swing, or the area completely clear of structures, vehicles, etc. the other 51 weeks out of the year. I taxied to my usual parking spot, with absolutely no other planes around.

It wasn't like it was truly deserted, or anything. There was a small knot of tents and RVs in the campground. And there were vehicles and people about. With all that open space, though, it was as if they weren't even there.

I expected a guy in a black suit to step out from behind a hangar and say, "Submitted for your approval...."

I did get a chuckle from the Vendor area. One group had brought a bare tube-and-fabric fuselage on a trailer. To protect the plane, they'd covered the whole thing in opaque plastic shrink-wrap! They were just starting to cut it free with knives when I arrived. Don't know what they did on the trip home; whether they'd brought the equipment to re-wrap the fuselage or not....



Marketplace

For sale: Geoff Sharples' 1956 C-172. 2500 TT, and ten hours SMOH. Exterior and interior are original (and look it) but the seats have been re-upholstered. Asking around \$25,000. Contact Jim Huber at 253-630-1689, or email him at james.huber@comcast.net.

Lancair 320 Fastbuild Kit - Airplane is approx. one quarter done, the wing is still open for inspection. Most work was done by a Bowing engineer (Available for questions). Plane has been stored in dry heated area on a rack for ten years. Kit includes all parts and manuals, no avionics or engine. Two miles from Port Orchard airport, call for appointment 360-874-0200.

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. They work well on 5 inch wheels, but give a larger tire size for unimproved runways. Great for your RV or T-18! \$125 for the set. Ross Mahon 206.550.9526 or Rossair@aol.com

Zenair 601 HDS Project for sale: Firewall back, including fairings, LR fuel tanks, and lights. Price negotiable. Terry Wilson, 206 522-4006.

Wanted: Lycoming O-235 engine, will consider any version, prefer run out engine in need of overhaul. Ross Mahon 206.550.9526 or Rossair@aol.com

Want to Borrow

Ross Mahon is looking to borrow some reamers to do a valve job on some O-320 jugs.

Valve guide bore:

0.404 to 0.405 inches

0.4985 to 0.4995 inches

Some we don't know what specific oversize we will need reamers for, but will be in the range of:

0.595-0.600 inches

0.660 to 0.670 inches

(Cylinder head bore for valve guide)

Contact Ross at 206.550.9526 or Rossair@aol.com

EAA CHAPTER 26 - MEMBERSHIP INFO

- 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)

On the Wreckord

Recent Homebuilt Accidents from the NTSB Web Page

Lancair Legacy – Florida: The pilot was observed having difficulty closing the canopy on the airplane prior to takeoff. During the takeoff climb, a witness said he saw the cockpit canopy moving and believed the pilot was pushing it up and down about 6 to 12 inches. Another witness stated that shortly after takeoff the engine lost power, the airplane continued straight and level and there was no attempt by the pilot to return to the runway. The airplane then nosed down about 40 degrees and the left wing dropped. About 3 to 5 seconds later a plume of smoke was seen coming from behind a tree line. 1 fatal.

Murphy Rebel – California: During the landing roll the airplane began to ground loop. The pilot added power in an effort to recover and the airplane continued off the runway surface. The airplane encountered a ditch and incurred damage to the left fuselage structure.

In the written report, the pilot stated that he should have first practiced landings at the departure airport, as it had been awhile since he had flown. He also noted that most of his flight time was conducted with landings on grass strips, where the airplane maneuvers differently than the asphalt.

Highlander – South Dakota: During the takeoff, the tailwheel airplane swerved to the right and the right main wheel separated from the landing gear. The airplane then spun about 270 degrees before coming to a stop. The airplane was equipped with large-diameter, low-pressure tires commonly used for operations from unimproved fields. Examination confirmed that the field was rough. However, no evidence could be found that the landing gear encountered an obstruction in the field.

Lancair IVP - Arizona: After takeoff, about the time the gear was being retracted, smoke was observed trailing from the airplane. The tower controller advised the pilot of the smoke. The controller did not receive any response from the airplane. Witnesses observed the airplane make an abrupt climbing left turn, and then the wings rocked back and forth, followed by the airplane descending straight down into an orange grove. The airplane exploded on impact and witnesses observed a large fireball.

No abnormalities were noted on the engine which would have precluded normal operations. All flight control surfaces were accounted for at the accident site. Three fatal.

RV-7A- California: During takeoff initial climb, a large bird impacted the leading edge of the left wing slightly outboard of the fuel tank. The airplane immediately yawed and banked to left. The pilot attempted to straighten the airplane and land, however, despite his control inputs, the airplane continued to roll to the left. Subsequently, the left wing struck the ground and the airplane cartwheeled. A large deceased goose was found in the debris field following the accident.

RV-9 - Oregon: While on final approach, the pilot attempted to increase the engine rpm by pushing the throttle forward. The engine did not respond as expected, with no increase in rpm occurring from the throttle movement until just prior to touchdown. The airplane touched down hard on the runway surface. The airplane bounced back airborne and the pilot manipulated the throttle full aft to bring the engine to idle. The airplane touched down again and the pilot experienced a loss of control. The nose landing gear collapsed and the airplane continued to skid; it came to rest inverted. Conditions were ideal for carburetor icing.