

# WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume IX No. 8 ❖ Aug. 2011

## **NEXT MEETING:**

2<sup>nd</sup> Thursday of the Month  
August 11th, 2011  
7:30 PM

## **LOCATION**

Opportunity  
Skyway Bldg.  
6524 Ellis Ave S.,  
Seattle WA 98109  
(N.W. Corner of  
Boeing Field)

## **Chapter Web Page**

[www.eaa26.org](http://www.eaa26.org)

## **AUGUST MEETING**

**Program for August 2011:**  
Stories from this summer



1929 Waco ATO Taperwing at AirVenture Oshkosh 2011

View all EAA AirVenture Oshkosh [photo galleries here](#).

## **FUTURE EVENTS**

Aug 13, 2011  
[Young Eagle Rally](#)  
Sequim, WA

Sep 2-3, 2011  
[Vintage Aircraft Weekend](#)  
Mukilteo, WA

Sep 3, 2011  
[Blackberry Festival](#)  
Bremerton, WA

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## PRESIDENT'S MESSAGE...

I just got back from Oshkosh a week ago. It was very good, and not because of the weather. Hot and muggy is not my favorite. I know it is a minority opinion, but I am happy with a cool overcast day. Some of you were there, too. I saw and talked to Dave Nason and Ross Mahon. I also attended Ben Ellison's seminar on the Gweduck. That was very interesting and well done.

I did my standard Forum on Homebuilt Roadable Aircraft. The 20th annual Roadable Forum, actually. There are still people interested and passionate about roadable aircraft, or flying cars as Molt Taylor used to say. I also did a new Forum on thorium nuclear power. Yes, there is a tenuous connection between thorium nuclear power and aviation. Ever heard of an airborne nuclear reactor? If we don't find another Chapter program this year, you too may get a chance to hear about it.

Speaking of programs, this is our do-it-ourselves program month. Yes, in August we should bring our pictures and stories of this summer's adventures. Bring your pictures to share with and entertain and amaze your fellow Chapter members. JPEG files on a thumbdrive or a laptop would be nice.

One thing a chapter president gets to do is attend the Ford sponsored Happy Hour for chapter presidents. Edsel Ford II welcomed us and new EAA President Rod Hightower said nice things. I met a fellow from one of the Cleveland chapters. He is about half my age and has been president for ten years. There is endurance for you. He is doing a great job with a small chapter, but I was struck that he did not know anything about the founders of his chapter. No old history, even though his chapter is almost as old as Chapter 26. By the way, and back to Edsel. If you care about Fords, as an EAA member, they are willing to give you a good deal on a car.

Something I appreciate about Seattle Chapter 26, we have a great history, a real connection to the people who created that history, and we appreciate it.

I saw the red cut down VW beetle at Oshkosh, Red 1. So I looked closer. Yes, it was Paul Poberezny. He seemed to be doing just fine. It was good to see him again.

I went to the EAA museum for the first time in I don't know how many years. I think I did it to get out of the sun and into some air conditioning. It was nice. It reminded me of Ralph Bufano, first curator of the Oshkosh Museum who came and took over the same job at the Seattle Museum of Flight. He gave a presentation to the Chapter regarding how nicely everything was presented so everyone could understand it. I remember I told him I thought there was too much context and not enough airplanes. Background was: sometime in the early 1970's I visited the old original EAA museum in the little warehouse at Hales Corners. Just several rows of homebuilt airplanes packed in pretty close. Lots of little airplanes, considering the space, no context. I was so excited at seeing my first homebuilt airplanes I just about hyperventilated. My then wife had to settle me down. Ralph did not appreciate my point of view. For me the real interest of Oshkosh is seeing what people are doing right now with airplanes and all the other stuff that goes along with it. What did you see this summer? Come to the meeting this Thursday, August 11<sup>th</sup>, and tell us about it.

Anyway, come to the meeting and talk about whatever interests you.  
Ron Borovec

## Low & Slow – a Poem About Flight

By [Frank H. Weeden](#), for *Light Plane World*

*This poem was written in the spirit of the famous work “High Flight” by John Gillespie Magee Jr., except from the viewpoint of a low and slow open-cockpit flyer.*

Drenched in the scarlet splendor of sunset,  
I have nuzzled the gently rounded bellies of clouds,  
Plunged into the long darkness beneath trees,  
Only to sail laughing over their tops. Read more

I have spiraled into sweetly scented fields of hay  
And teased the tops of emerald cornstalks.  
I have felt adrenaline dread and the dizzy  
Hypnotic power of the upward rushing earth.

I have ridden the thermals and played tag with the wind,  
Smiling until the muscles of my face ached, laughing until  
I grew hoarse, shouting down in triumphant joy  
On the toast-brown backs of soaring hawks.

The early dawn flights that seared my eyes with frosty tears,  
Warm June evenings of fireflies and warbling birds,  
Towering golden cumulus on the southern horizon,  
Purr of the engine, scents of gasoline and sun-warmed straw,  
And the vision of the lavender shades of dusk  
Spilling from the bowl of descending night...

The rumble of freshly mown fields beneath the wheels,  
The sudden silence after the prop spins to a stop,  
And the smiles of friends as I remove harness and helmet  
To stand upon the earth once more.

Their eyes and faces aglow, they ask,  
“Well? How was it?”  
And all I can do is burst into joyous laughter,  
While from somewhere above ten thousand feet,  
My heart holds hands with God and smiles down on us all.

– Frank H. Weeden June 19, 2001 *This poem was found at [www.Powerchutes.com](http://www.Powerchutes.com) in the stories and poems section.*

## HOMEBUILDING SPIRIT COMING ALIVE IN CHINA

We've been hearing a lot lately about the expansion of China's aviation industry, from manufacturing GA airplanes there to opening up more airspace to fly them. Then there are the dreamers: Chinese citizens who yearn to fly and, absent any other way to do so, take matters into their own hands. Such is the case with Liu Chun Sheng, a 40-year-old factory worker from Guangzhou, Jiangsu Province, who has made a single-place, twin-engine, tilt-rotor, amphibious airplane from scratch.

He's been working on the project for three years, welding stainless steel pipe together for the frame and covering it with red and white painted aluminum. According to a Web report on [micgadget.com](http://micgadget.com), Liu got the idea for the airplane from an undisclosed aviation magazine. The two unidentified engines were said to be 100 hp each.

[Read more](#)



Interesting web links from Frank Bryant:

787 Wing bend test:

<http://787flighttest.com/hanger/wp-content/plugins/flash-video-player/mediaplayer/player.swf?streamer=rtmp://cp81820.edgefcs.net/ondemand/tpn/firstflight/&file=TestLog4.flv>

Jetman over the Grand Canyon:

[http://www.tvkim.com/watch/1141/kims-picks-giving-ironman-a-run-for-his-money?utm\\_medium=nl](http://www.tvkim.com/watch/1141/kims-picks-giving-ironman-a-run-for-his-money?utm_medium=nl)

A unique sphere. Lets build one we can ride in.....

<http://www.thedaily.com/page/2011/07/16/071611-news-sphere-video-page/>

**Subject:** FW: Beaver DH=2

***I dedicate this to any one that ever has, or ever wanted to fly the Alaskan Bush. This plane, the DeHavilland Beaver, is one of the best.....Tim***

Here is a cute ballad about an airplane.

[http://www.youtube.com/watch?v=3w\\_v0k57KhE](http://www.youtube.com/watch?v=3w_v0k57KhE)

To Ron Wanttaja from Dennis M Jones [dennis@axsysair.com](mailto:dennis@axsysair.com)

Learn to build:

We at Axsysair.com is going to have a Basic Builder Class August 20<sup>th</sup> & 21<sup>st</sup> . Interested persons can sign up for the class on our website [www.axsysair.com](http://www.axsysair.com) <<http://www.axsysair.com>> .

Right now in our hanger we have a completed RV-6A and under construction we have a RV-6A, RV-4, RV-12 and a RV-10. If your chapter is interested in visiting please let us know, we will set up a date. Would please pass this onto your members.

Tracy  
studying  
covering  
details

From: Tom Osmundson [dieselfume@dieselfume.com](mailto:dieselfume@dieselfume.com)

NTSB UNDERTAKES COMPREHENSIVE STUDY OF EXPERIMENTAL AMATEUR-BUILT (E-AB) AIRCRAFT SAFETY

EAA and NTSB doing a survey on Ex-AB aircraft. See below link. The EAA will be collecting survey data this summer. Operators, builders, and owners of E-AB aircraft who are interested in participating in the survey should go to [www.EAA.org/AB-Survey](http://www.EAA.org/AB-Survey) <<http://www.EAA.org/AB-Survey>>. The completed safety study is expected to be published by the fall of 2012.

News from National  From [www.eaa.org](http://www.eaa.org)

**REPORT FROM THE ARLINGTON FLY-IN AND SPORT AVIATION CONVENTION** (just by coincidence you can see me in two of the photos attached to this EAA E-Hotline article, Tracy Hach)

Take a pot-full of aviation - from homebuilts and ultralights to military hardware and everything in between - a pinch of the Pacific Northwest, and sprinkle it with deep azure blue skies, contrasting stark white cumulous clouds, emerald green grass, and temperatures in the high 60s and low 70s, and what you end up with is a recipe for the 2011 Arlington Fly-In. At least for Saturday and Sunday, as the weekend started out a little damp, to be polite, but hey, it's Washington State! [Read more](#)



**Recent Homebuilt Accidents from the NTSB Web Page August 2011, Submitted by Ron Wanttaja**

**Baby Ace - North Carolina:** After performing a touch and go, the pilot initiated a left turnout from the runway, which was bordered by trees on its left side. While still climbing, the airplane's left wing struck a pine tree approximately 1 foot below its top. Examination of the wreckage by a Federal Aviation Administration inspector revealed that the airplane came to rest nose-down, almost vertical, in a sandy area next to a parking lot. He also noted a broken branch from a 40- to 50-foot pine tree approximately 1,000 feet from the beginning of the 2,750-foot runway. Examination of the airplane did not reveal any evidence of any preimpact failures or malfunctions of the airplane or engine. The pilot did not respond to an NTSB request for information about the accident.

**RANS S-6 - California:** The pilot removed the doors of his airplane the day before the accident and flew it successfully. The aircraft documentation noted that with the doors removed the airplane's climb and cruise performance would be reduced. On the day of the accident, the pilot had a passenger with him and the doors of the airplane were still off. A witness reported that the airplane was returning to the airport at 500 feet and made a downwind entry for the runway. There was one airplane in the traffic pattern ahead of the accident airplane. The accident airplane then entered a 35- to 40-degree angle-of-bank left-hand turn, presumably to increase the spacing between aircraft. After the airplane had completed about 180 degrees of turn, it appeared to be traveling slower than normal; the left wing dipped and the airplane entered a descending spiral. The airplane rotated 360 degrees while descending vertically and impacted terrain. During a post accident examination of the airplane, flight control continuity was confirmed and no pre impact mechanical anomalies were noted.

**RV-4 - South Carolina:** During cruise flight the engine made a "popping" sound, and started to lose power. The pilot contacted air traffic control and declared an emergency, and made an emergency landing on a road. During the landing the airplane collided with a ditch and hit a road sign. Examination of the engine revealed valve train continuity was established throughout the engine. Examination of the spark plugs and magnetos revealed spark to all ignition leads and spark plugs. Examination of the fuel system revealed both fuel tanks were full of fuel. Further examination of the fuel system revealed no water or debris was found in the fuel system.

**RV-9 - Idaho:** Witnesses on the ground discussed the runway condition with the RV-9's pilot, and watched him maneuver over the back-country airfield as he visually evaluated the roughness of the surface prior to deciding whether to land.

Eventually the pilot rolled wings level about 200 feet above ground level and proceeded along the south side of the airfield for a short period of time, whereupon the airplane suddenly rolled to the left and made a one-half turn spin into the ground. According to the witnesses, it appeared that the airplane's forward speed may have slowed prior to the sudden left roll, but they reported that there had been no audible change in engine power, nor any sounds that would indicate an engine anomaly. Onboard GPS data showed that after the pilot rolled out along the south side of the airport that he maintained an airspeed between 81 and 83 miles per hour (30 plus mph over level flight stall speed of 48 mph). The investigation further revealed that the forensic toxicological examination performed by the Federal Aviation Administration's Civil Aerospace Medical Institute (CAMI) on specimens taken from the pilot found 0.173 (ug/ml, ug/g) of Diphenhydramine in his blood (heart), and an undesignated level of Diphenhydramine in his urine. This level of Diphenhydramine in the pilot's blood would be expected to result in impairment. It is possible that such impairment resulted in or contributed to confusion or spatial disorientation.

**Pulsar III – Illinois:** The airplane had taken part in a formation flight with three other aircraft, and was the third to land after a formation overhead break. The second airplane had not taxied off the runway yet and the accident airplane was closing in on its position. The Pulsar aborted the landing and started a go-around. It lifted off the runway abruptly with an unusually high nose attitude, then seemed to stall and torque roll to the left. The airplane impacted the ground about 300 feet east of the runway.

**KR-2 – Utah:** The pilot had recently purchased the airplane and, before flying it, had a resident mechanic perform a condition inspection on the airplane, which was signed off on the day of the accident. The pilot did several long static engine runs on the ground and then planned to perform several high-speed taxi runs. During the second high-speed taxi, with a tailwind, the airplane became airborne. This was the first time the pilot had flown the airplane and he decided to continue the takeoff to stay in the traffic pattern and return for landing. When he had climbed to about 250 feet, the engine began to lose power and the airplane began to descend. He turned back towards the runway's midpoint to land and the right wing suddenly dropped and impacted the airport's perimeter fence. The airplane came to rest inverted with its engine broken off and under the fuselage. Post accident examination of the engine by a Federal Aviation Administration inspector and the resident mechanic found that the slide-type carburetor contained a gummy residue and did not operate freely. Additionally, the spark plugs appeared to have excessive carbon buildup.

## **On the Wreckord, continued**

### **Recent Homebuilt Accidents from the NTSB Web Page August 2011, Submitted by Ron Wanttaja**

Seawind - Florida: While descending through 6,000 feet mean sea level, a vibration developed in the elevator control. The pilot/builder reduced engine power and the vibration decreased. When the pilot increased engine power, the vibration increased and he had to reduce engine power to a point where the airplane could not maintain altitude. The pilot subsequently performed a forced landing to water. The airplane touched down hard, which resulted in damage to the engine nacelle and empennage. A postaccident examination of the airplane revealed that approximately three-fourths of the elevator had separated in-flight. Metallurgical examination revealed that the elevator failed due to overstress, in the downward direction.

The pilot completed construction of the airplane about 3 weeks prior to the accident and the airplane had accrued 43 total hours of operation since its completion. The airplane was equipped with an empennage manufactured by a different manufacturer than that of the kit manufacturer, which was 49 percent larger than the kit empennage. Although the increased size did not add much weight, it added significant surface area, resulting in increased gust loads, with no added engineering to compensate for such loads.

## ***Marketplace***

I have a C90-8F engine for sale that would make a good core for a rebuild. I believe prices for these can vary from somewhere around \$2000 to about \$4000. This engine was originally purchased from Gibson Aviation in El Reno, OK. The engine is one of many that Gibson purchased from the French military where they were used in early PA-18's. The engine has complete logs, in French, along with notes from Gibson. The 8F version of the C90 has a flanged prop hub and is hand started. It does have the original Bendix mags and a Marvel Schebler carb. According to the overhaul manual in the link below, this engine is approved for installation of Slick mags. Internal specs, bore & stroke, are identical to the Continental O-200. Operational Times:

Total time: 1805 hours (based on French military logbook) SMOH 999 hours, Gibson's notes indicate it may have had a top overhaul

For further information contact: Chuck Cerar EAA #14440, 425 392-1821 cerars@mindspring.com

Reference: On-Line Manual <http://www.pj260.com/Continental/O-200%20Manual.pdf>

I am selling a project 1948 Stinson 108-3, located in my hangar at Richland, WA (KRLD). It is freshly powdercoated (high-zinc primer, iron phosphate rinse, white topcoat, etc), and has a heavy-case 165 hp Franklin with good prop, spare wings, lots of spare parts, clean paperwork, about 300

SMOH and 2700 TTAF; came from Arizona, was idle for 20+ years. On the trailer. Asking \$10,000 or trade for decent Taylorcraft BC-12D.

please post at clubhouse, put in newsletter, or announce at club meeting. I have lots of pictures that I can email. thanks!

Steve Fribley EAA 243340, (206) 234-1306 [seaplanecfi@yahoo.com](mailto:seaplanecfi@yahoo.com)

I am trying to help my son out with selling his father's Corby Starlet which is located in a storage building in Anacortes, WA. We are going to take pictures of it tomorrow, but we don't believe there are plans or paperwork with it. It has been kept safe and dry. It has an engine and is partially assembled. If you have any information about anyone who may be interested, would you please let us know? It has to be sold soon! Thanks alot. Ginny Matheson Kirkland, WA (707) 483-3266. P.S. I know it was purchased in Texas about 6 years ago and trailered up to Anacortes.

## Marketplace

Thorp T-18. O-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.

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](mailto: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](mailto:dieselfume@dieselfume.com)

**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

**READY FOR LICENSE •FOR SALE BY BUILDER** • In hangar at Santa Monica (CA) airport. Has had first EAA inspection. Lycoming O-290 (0 hours since major engine). 2 place side by side. Upgrades on many of the avionics. History of project documented by photos available on Facebook at "Become a Fan of Morie's Plane". Or use <http://www.facebook.com/pages/Become-a-fan-of-Mories-plane/335062068273> • For more information contact [Adrienne Kramer](mailto:Adrienne.Kramer) Owner - located Santa Monica, CA USA • Telephone: 213 300 3097 • Fax: 310 395 4860

# NEWSLETTER



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THE WIRES



The Newsletter of EAA Chapter 26

