

WIND IN THE WIRES

EAA Chapter 26



1956-2006

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

VOLUME XIV NO. 12

December 2006

NEXT MEETING:

2nd Thursday of the Month
December 14th, 2006
6:30 PM

LOCATION

King County Airport Main
Terminal Building

Chapter Web Page

www.eaa26.org

FUTURE EVENTS

Dec 14: Chapter 26 Holiday
potluck

January 1: New Year's Day
fly-out, Thun Field,
11:45 AM

Feb 24-25: Northwest
Aviation Conference &
Trade Show, Puyallup
Fairgrounds

DECEMBER MEETING

Holiday Potluck!

WHEN: Thursday December 14th

Arrive/Set-up/Social 6:00
Start eating around 7:00

WHERE: Arrival building at Boeing Field.

(Glass door entrance south of the new main Brick Terminal)
Parking is available in main terminal parking. Look for Big
Blue EAA Sign!)

BRING: One of the following, you decide:

Side dish
Bread or Rolls
Salad
Desert

Chapter will provide turkey, ham, beverages and dishes &
utensils.

Notes: .

Dress in layers, bring a sweater. With lots of glass windows
room can be cool.

Nice restrooms but no kitchen. Dishes should be brought
ready to serve. Plan to clean up dishes at home.

There are plug-ins for crock pots etc.

Will be starting set up and decorating around 5:00 in case
anyone wants to help!!

2006 OFFICERS

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Vice President: Geoff Sharples
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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...

A Look Back – A Look Forward

As the 50th year of EAA Chapter 26 comes to a close, we can look back on both the activities of this past year, as well as those of the last 50 years, and celebrate our accomplishments and endeavors, as well as those of our preceding chapter members.

On a personal note, there were airplane projects completed, fly-outs and project visits arranged for and attended, and encouraging others in their aviation activities! Although volunteering in a leadership role with the Chapter can be a bunch of work at times, the rewards come in many ways – Learning new things, meeting new people, being around others with a common interest and enthusiasm on the subject of airplanes. The rewards also come from participation in the continuing development of aviation. Over the course of this year we had several great presentations, with feedback from many of you encouraging the variety of subject matter and presentation styles – Not only speakers but hands on, walking around, and talking about the details! Many of the presentation ideas have come from members, and your continued support in this regard will be appreciated!

Looking forward to the coming year, there are several items on the list of necessary and/or interesting things to do (and be done....). I dislike calling them “goals” or “objectives” as that makes it sound too much like work! But there are a couple of items on the “List”. Our bylaws are in need of a rewrite, and I've shared a preliminary draft of new bylaws with the current officers. In January you will have a chance to review the new bylaws and comment on them, before ratification at a later meeting. Also for next year will be a closer look at ways in which we can support the local aviation community, and more specifically encourage future generations of aviators. We have the Young Eagles program, but are there other things we can do to reach out to a younger generation?

Thank you for all of your support, hard work, and continued interest in EAA Chapter 26 during 2006, and I'm looking forward to the opportunities and activities in 2007! See you on January 1st at Thun Field/Pierce County!

Have fun!
Ross

Download the 2007 Chapter 26 Calendar

I've always been disappointed with the aircraft calendars available on the market...lotsa warbirds, some antiques and classics, but very few homebuilts.

A couple of years back, after a gift of a fancy color printer, I started to fight back. I've been generating my own "Homebuilt Airplane" calendars every year, featuring the photos I've taken of various plans and kit-built aircraft for the past twenty years.

In 2006, I started making the calendars available for free downloading, using pictures supplied by Chapter 26 members. There's also a Fly Baby version of the calendar.

In addition to US and international holidays, the calendars mark the meeting nights for Chapters 26, 441, 326, and 1440 and include the sunrise/sunset times for the Seattle area.

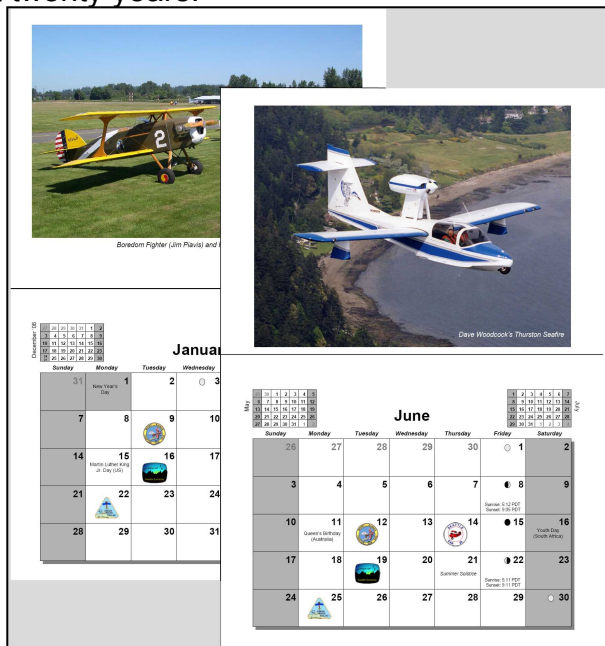
You'll need to download the calendar and picture files, then print them out.

Instructions and the files to download are at:

<http://www.eaa26.org/calendar/index.html>

The Fly Baby version is at:

<http://www.bowersflybaby.com/calendar.html>



MARKETPLACE

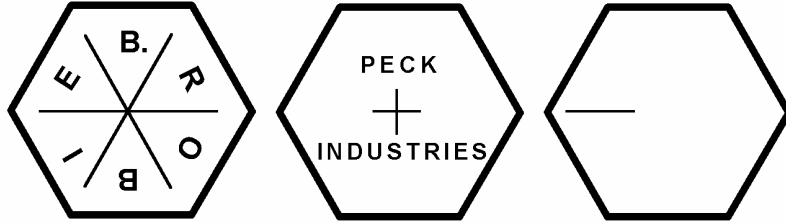
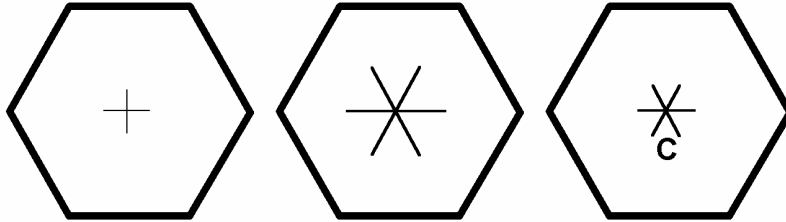
For Sale. Building table. 4' x 10', 27" high on wheels. Four large storage drawers. Was originally a cabinetmaker's table; smooth white top; seems very true. Has been passed among several airplane builders for the same price of \$250. James Bavendam 206-232-3059, x201

Commuter II (predecessor to Baby Belle/Safari). 150 Hp Lycoming O-320 has approx. 50 hrs on overhaul. Contact Jim Huber (253) 630-1689.

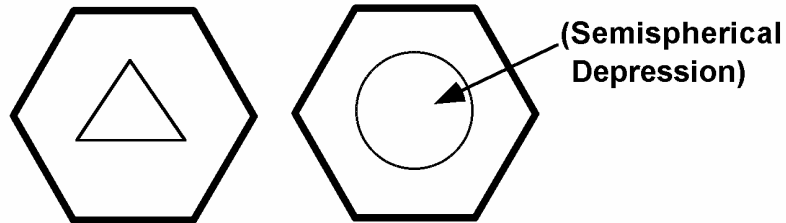
Wanted: Wanted: Dirty, old, worn-out exhaust parts for Lycoming engines. Looking for old exhaust pipes, tubes, mufflers, and heat exchangers to use for mock-up purposes while developing a new exhaust system for the Wickham B - If you have any stuff you want to get rid of please let me know! Ross Mahon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

Bolt-Head Markings



(Corrosion Resistant)

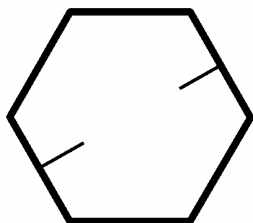


(Close Tolerance)

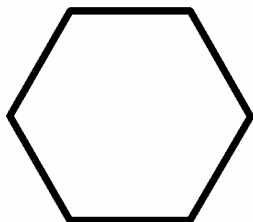
(High Strength)

Full-Strength Bolts

Substrength Bolts



Aluminum Bolt
(one-half as strong as steel)



Non-AN bolt
(Not for aircraft use)

(No markings on head)

On the Wreckord

Selected October - November Homebuilt Accidents from the NTSB Web Page

Kitfox – Ohio: The airplane's engine quit "at the point of left downwind to base." The pilot reported that the airplane was at 500 feet above ground level and over a river when the loss of power occurred. There was a soccer field with children playing on his left side and residences on his right side. He chose a field that he estimated to be 400 feet long. During the landing, the landing gear mount failed and the airplane slid to a stop. The pilot reported that subsequent to the accident the automotive style fuel line filter was found to be obstructed.

Spezio Tuholer – Florida: During approach, the pilot let the airplane get too slow in a nose high attitude. The airplane stalled. The right wing impacted a tree and clipped a steel gate, separating the landing gear before slamming down on the pavement. The airplane then slid on the pavement into a gate before stopping.

Midget Mustang – Nevada: The pilot made a wheel landing about 1,200 feet down the runway. The tail wheel was still in the air when a strong crosswind struck the airplane, after which it veered off of the runway. The landing gear collapsed when the airplane encountered soft sand, which caused structural damage to the fuselage and both wings.

Glstar – California: The pilot overflew his private airstrip and noticed the windsock favoring the wind from the west. After landing, the pilot realized he was running out of remaining runway and applied firm braking, which resulted in the airplane nosing over. After examining the airstrip's windsock he noted that the sock tail was caught in a guide wire and was indicating opposite the actual wind direction.

Lancair 320 – Oregon: During landing, the pilot initiated a go-around maneuver. He reported that as he added power for the go around, the "aircraft entered a left roll and wing came in contact with the ground." In a post accident written report, the pilot stated, "insufficient right rudder application to counter the torque created when applying full power caused the wing to make contact with the ground..."

RV-6 – California: The pilot lost power after takeoff at 500 feet. He maneuvered the airplane in a 180-degree turn in attempt to return to the runway. The airplane stalled and the pilot attempted to recover. The airplane entered an accelerated stall again and descended rapidly. Upon impact, the airplane touched down hard, subsequently nosing over and coming to rest inverted.

RV-6 – Arizona: A helicopter pilot was dispatched after Arizona Public Service received a report of a temporary power outage. He observed a white airplane wing about 200 yards from transmission wires that ran parallel to the river. He noted a 10-foot section of the wires had a black coloration and appeared severely frayed. The rest of the had RV-6 come to rest inverted, in an active river that consisted of fresh water 8 to 10 feet deep. 2 fatal.

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:

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c/o Tim Davies
34003 – 42nd Ave. S.
Auburn, WA 98001

NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION
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