

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume 14 Number 12 Dec 2009

NEXT MEETING:

2nd Thursday of the Month
December 10th, 2009
7:30 PM

LOCATION

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

Chapter Web Page

www.eaa26.org

DECEMBER MEETING

Holiday Potluck

WHEN: Thursday December 10th. Setup 5:00, Social Hour 6:00-7:00, Start eating around 7:00

WHERE: Opportunity Skyway Building

BRING: One of the following, you decide:

Side dish	Bread or Rolls
Salad	Desert

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

Notes: .

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!!

FUTURE EVENTS

January 1: EAA Chapter 26 New Years Day Fly-Out, Thun Field, 11:30

Feb 20 & 21: Northwest Aviation Conference and Trade Show, Puyallup WA



EAA Mourns Passing of Edward Stimpson

Edward Stimpson, one of general aviation's staunchest advocates and a founder and longtime president of the General Aviation Manufacturers Association (GAMA), passed away at the age of 75 after a battle with cancer. He was a major proponent of the General Aviation Revitalization Act of 1994 signed by President Bill Clinton in 1994 to prevent general aviation companies from being named as defendants in lawsuits in crashes of small planes 18 years old or older.

"Ed Stimpson (EAA 525346) was an outstanding leader in the aviation community both domestically and on a global basis," said EAA Chairman/President Tom Poberezny. "He represented integrity, dedication, and perseverance. We are saddened by his loss." EAA presented Stimpson with the Freedom of Flight award at AirVenture 1998. That year he also received the Wright Brothers Memorial Trophy for public service in aviation.

EAA Radio Now 'On the Air' Year-Round With Streaming, Mobile Apps

AirVenture's EAA Radio came from humble beginnings: a trio of hosts at a desk in the EAA Communications Center in 1996 huddled around a single microphone. The group has grown considerably in the ensuing years, and this past convention had an all-volunteer staff of over 40 people, including eight interns from St. Cloud State University, Minnesota. With expanded content offerings & technological capabilities, EAA Radio is now broadcasting over the Internet 24/7, 365 days a year.

This was made possible in part by MacroMedia, Inc., which in 2007 donated a copy of its automation software to help

streamline station broadcasts. Additionally, their staff donated countless hours to re-wire EAA Radio's home at the Bill Forbes Broadcast Center. And just this week the EAA Radio App for the Apple iPhone became available in App store on iTunes from CoDeveloper. The free application allows users to listen to the entire EAA Radio audio archive as well as the live stream.

Warbird Retrieved from Lake Michigan

Another warbird from World War II has been plucked from the waters of Lake Michigan near Chicago after being submerged for decades. On November 30, a salvage company raised a mostly intact Grumman F6F-3 Hellcat from a depth of about 250 feet near Waukegan, just north of the city. The airplane sank in 1945 during a training flight for carrier landings.

According to a report by WLS in Chicago, the pilot was Lieutenant Walter Elcock, who is still alive and living in Atlanta, Georgia. His grandson was on hand when the Hellcat emerged from the water Monday and was given the honor of sitting in the cockpit.

The salvage effort is being underwritten by Enterprise Rent-A-Car, a company named for the WWII carrier USS Enterprise. The reason: CEO Andrew Taylor's father was a Hellcat pilot who served on the Enterprise.

Plans are for the aircraft to be disassembled and transported to Pensacola, Florida, where it will be restored and reassembled for display at the National Naval Aviation Museum. See a video of the Hellcat being raised on November 30.

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PRESIDENT'S MESSAGE...

Happy Holidays!

Hope everybody enjoyed all that turkey in November. Hope everyone is staying warm in some heated workshops working on your projects. (something I lack but hope to fix in the coming years)

GAMI guys with something new? G100UL

Checking out AvWeb recently I stumbled across an article about another possible 100LL replacement. It reportedly meets the D910 avgas fuel spec, but is 95UL blended with an additive that can be obtained through refining. So, will this stuff be economically viable? Or will the Swift guys find a way to produce their fuel in production quantities at a reasonable price? Or will the turbo and high compression folks be stuck with spendy fuel, while 94UL becomes the primary fuel (94UL is 100LL minus the lead). Something to think about if you were considering a custom built engine.

787 before Christmas?

The current buzz on FlightBlogger is the bouncing target being advertised for first flight. All I can say is it's looking like I may shave soon, and not being Santa for Christmas is probable. So, keep the camera ready with fresh batteries, and make sure the memory card is not still stuck in your USB adapter! If the weather is nice the week after next, you may see a big carbon tube with a beautiful looking carbon wing flying over. However, like Yogi said "it ain't over 'til it's over" and we've had other "surprises" days before a reported first flight.

New Years Fly-out to Thun Field.

As in the past, we will be having a New Years fly-out to Pierce County's Thun Field in Puyallup. Plan is to show up before the Noon lunch rush at the airport restaurant, 11:30-11:45. If the weather is bad, plan is to drive out instead of cancel.

Two years already?

It's been pretty interesting two years as your president. I have learned a lot and have got to know several of you better. Working through typical president tasks has been a good opportunity to know the local aviation scene better. However, those tasks can get a bit

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President's Column (Continued)

demanding when work and house or car projects arm-wrestle for my time. (as I type, warming my fingers with hot chocolate before I head back out in the cold to wrench on the truck) The more than usual overtime has already begun, and my weekends are more frequently becoming half as long. So it would appear the end of the chapter officer 2 year cycle was timed well. I imagine in the coming years, time and flight testing permitting, I'll be available to have my arm gently twisted again!

See you at the Christmas Party!

Oddball

2010-2011 Chapter Officers

Per the ~~arm-twisting~~ election in November....

Position	Current
President	Ron Borovec
Vice-Pres	Frank Bryant
Secretary	Don Davis
Treasurer	Tom Susor
Young Eagles	Vacant
Newsletter Editor	Tracy Hach
Web Editor	Tom Osmundson

Coming: Delegation of Program Responsibility

One of the hardest part of being the Chapter President is the need to come up with a program every month. After two years, most of the "good ideas" a President has had have been used....and we end up scrambling a lot for the past two years.

As we discussed during the election, we will be spreading this load out among the chapter members. This will get us "new blood" and greatly reduce the load on the President. It's a heck of a lot easier for twenty people to each arrange one program than to expect one person to set up twenty....

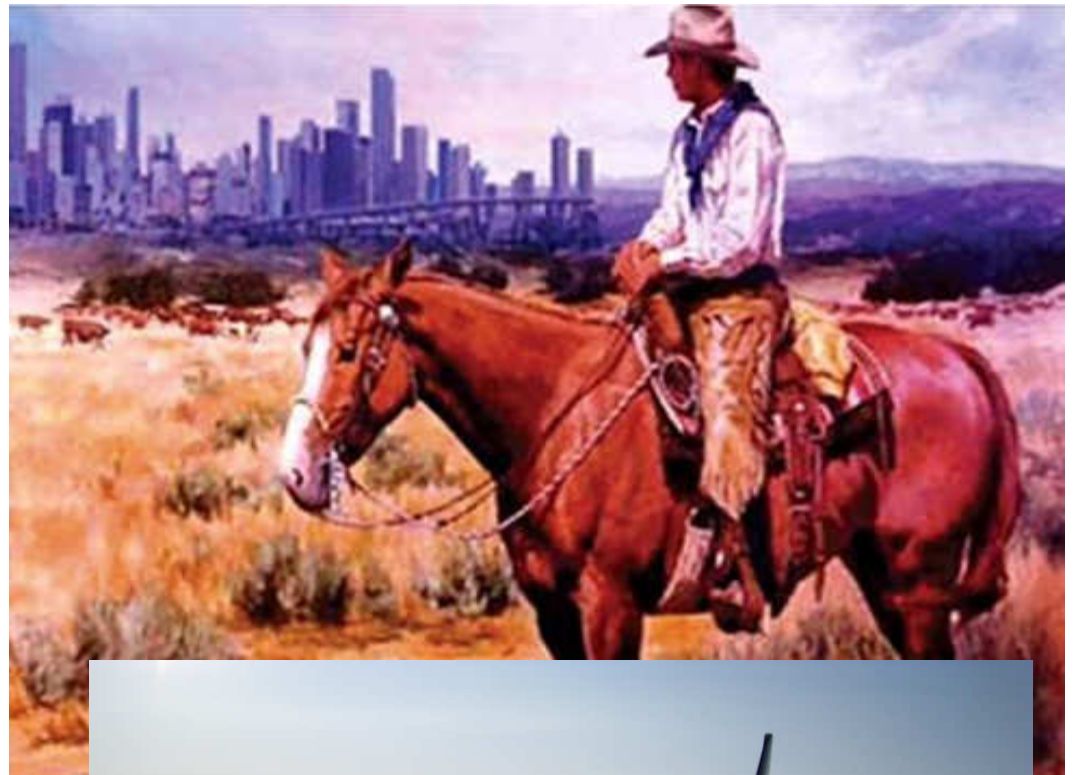
Don't worry about the "mechanics"...computers, projectors, etc. We've got guys who can help with that.

What to do for a program?

- Are you building something? Take some photos, and give a program on your process and problems.
- Is there an interesting construction technique you could share? Bring the hardware by and do a demonstration.
- Do you know someone interesting at work, church, or another group who could come by an talk?
- Do you know someone with an aviation business who'd be willing to bring a sample of their product and talk about it?

The sky's no limit! We'll talk about the process at the meeting.

Headin' for the Last Roundup



I've had a lot of fun as your newsletter editor for the past four years, but I'm glad to be hangin' up my spurs to take a break.

Thanks for your support, and good luck to Tracy, the new editor!

Ron Wanttaja



On the Wreckord

Recent Homebuilt Accidents from the NTSB Web Page

Titan T-51 - Florida: The pilot was in cruise flight at 700 feet when the Rotax engine appeared to reduce to idle power. He pulled the throttle back, increased power, and the engine appeared to respond to the throttle application. He made a right turn towards a highway in the event he would have to make a forced landing. The engine reduced to idle power again and the airplane would not maintain altitude. The pilot made a forced landing to another field covered with palmetto plants. On touchdown the main landing gear separated and the airplane came to rest in a nose down position.

Examination of the airplane by a Federal Aviation Administration inspector revealed the carburetor was loose, "which would have caused a partial or even a total loss of engine power." The owner of the airplane informed the inspector the last condition inspection on the airplane was completed almost a year earlier, and that he did not verify that the carburetor was properly installed.

Flaglor Scooter - Georgia: Shortly after takeoff, the engine began to lose power. The pilot turned to the right to avoid obstacles and lowered the nose to maintain gliding speed. During the forced landing, the airplane collided with terrain, resulting in substantial damage to the airframe. Examination of the engine revealed the automotive-type engine-driven fuel pump failed. The pump actuator spring was broken and fell out when the pump was removed. The Federal Aviation Administration (FAA) inspector reported that the pilot had been informed prior to the accident that he was not medically fit to fly because of the loss of part of his left arm.

RV-6 – Florida: Witnesses at a local gathering referred to as the "Redneck Roundup," stated that a white single engine airplane flew over their heads at what they estimated to be 300 feet and then the airplane did what some witnesses referred to as a "barrel roll" and others referred to as a "loop." The airplane disappeared from sight. Examination of the airplane by a Federal Aviation Administration inspector found that the airplane had collided with trees in a heavily wooded area. One killed, one seriously injured.

KR-2 – Georgia: According to a pilot friend of the accident pilot, the accident flight was the third flight for this airplane and the first flight in this airplane for the accident pilot. This individual helped the accident pilot install the engine into the accident airplane and also performed the first 2 flights in the accident airplane. After the second test flight, he noted that the fuel valve located on the 15 gallon fuel header tank in front of the pilot had blue staining, which was the same color as 100LL aviation fuel, when he went to close the valve. He further stated that the accident pilot installed a radio and a cigarette lighter in the airplane about a week prior to the accident flight.

On the aircraft's next flight, the pilot called the FAA Air Traffic Control Tower (ATCT) at VLD and reported that he had smoke coming into the cockpit and was about 9 miles from the airport. Subsequently the pilot reported a fire in the cockpit and the ATCT received no further communication from the pilot.

The airplane was examined by an FAA inspector who responded to the accident site. The airplane was consumed by both an inflight and post impact fire. The inspector was unable to confirm flight control continuity due to the extensive fire damage.

Marketplace

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 or 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

Crest Airpark home for sale by owner: \$580,000. Prime Location, Center Runway View. Extra Large 0.71 Acre Lot, 3+ full bedrooms and 2.5 baths, 2,218 Sq Ft living area above grade + downstairs hangar and extra rooms. Open floor plan, extensive remodel in 1999 New HVAC, Wiring, Plmb, Insln. Master bedroom with large walk-in closet. Great view of Mt. Rainier and runway activities. Home 253 631 8818, Cell 206 423 8240 Photos and details at <http://airporthome.typepad.com/airport-home-for-sale/>

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