

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume IX No. 12 ❖ Dec. 2011

DECEMBER MEETING

Holiday Potluck 2011:

WHEN: Thursday December 8. Setup/ Social Hour 6-7.
Start eating around 7.

WHERE: Opportunity Skyway Building.

BRING: One of the following, you decide.

Side Dish Salad Dessert

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

Notes: Dishes should be ready to serve. Plan to clean up dishes at home. There are outlets for crock pots. We'll be starting to set up at 6:00 if anyone wants to help!



FUTURE EVENTS

On Dec. 10, photographer Dennis Biela will talk about his project to document the last shuttle flights. in visually spectacular fashion. The presentation will be at a 2 p.m. in the Museum's new Space Gallery, and is free with admission to the Museum.

For more information and visuals, please see:

thelastshuttle.com

www.museumofflight.org/calendar

EAA Chapter 26 New Year's fly-out, Thun. Field 11:30 am. Jan. 1

Northwest Aviation Conference and Trade Show, Puyallup Feb. 25 & 26, 2012

Arlington Fly-In
July 11-15, 2012

July 23-29, 2012
EAA Airventure, Oshkosh, WI

NEXT MEETING:

2nd Thursday of the Month
Dec. 8th, 2011
6:00 PM

LOCATION

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

Chapter Web Page

www.eaa26.org

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PRESIDENT'S MESSAGE...

This holiday season is a good time to reflect on family, friends and relationships. When I think about us, Seattle Chapter 26 of the EAA, a couple of things come to my mind.

First is a universal sense of inclusion. Goodwill might be another way of expressing it. There is an extraordinary range of aviation represented in the chapter. All are welcome. The overwhelming sentiment is: "What have you got? That is interesting." Maybe we are too small to break down into special interest groups. At Oshkosh, for instance, there is a much greater tendency to segregate into groups by interest. Here, everything seems to be interesting.

Next to mind is a sense of concern for safety reflected in experience, expertise and a respect for the craft of aviation. Perhaps because Seattle is an old chapter with a lot of experienced builders and aviators, we project a sense of we care and we want to do this right. That seems to me to be consistent with the nuts and bolts of goodwill to fellow aviators. We want you to come back safely and we want this to work for everyone.

The common element seems to be an interest and enthusiasm for aviation, airplanes and flight combined with a real willingness to get along together.

Come to the chapter Christmas party this Thursday and enjoy some good times with chapter family and friends. We will celebrate the coming holiday season and together look back at and say goodbye to the old year.

We look forward to seeing you there.

Ron Borovec



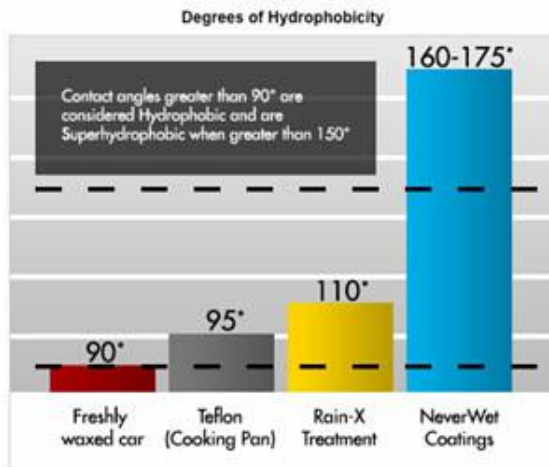
. RED TAILS GETS EXTENSIVE PREVIEW AT NY COMIC CON

Lucasfilm's upcoming epic features spectacular dogfights between fighters zooming around warships bristling with firepower. Pilots perform their duties with derring-do and unwavering bravery. But instead of combat taking place eons ago and in the unmistakable realm of fantasy, the real-life exploits of the Tuskegee Airmen portrayed in *Red Tails* show men fighting during a time not too long ago, in a galaxy right here. [Read more](#)



NEVERWET: NANOTECHNOLOGY FOR YOUR AIRPLANE

How many different products would you need to use on your aircraft if you wanted it to repel water, prevent icing, stop corrosion, and make the aircraft self-cleaning? Soon, the answer could be just one: NeverWet. These seemingly magic coatings are the result of three years of work by a dozen scientists working for Ross Nanotechnology, a relatively new division of the 50-year-old Ross Technology Corporation, located near Lancaster, Pennsylvania. [Read more](#)



It seems like such a simple concept, something Q might whip up for 007 in the next Bond flick: hook a recumbent electric motorcycle up to a paraglider, drive it off a cliff and see what happens. That's the thinking behind this offering from Serbian designer Zvezdan Nedeljkovic,

and while the idea of attaching vehicles to [parasails](#) is far from new, there's something about Nedeljkovic's concept design that captures the imagination. Of course concepts tend to gloss over a host of real-world problems that need to be solved, aerodynamics, safety and durability to name just a few, but good ideas have a way of overcoming such obstacles. A good measure of enthusiasm doesn't hurt, either.

"This design is a mix of my three biggest passions- flying, motorcycling and design! I hope you like it," says [Nedeljkovic](#). Indeed, apart from the fact that it doesn't exist, what's not to like? We'll be watching the road (and sky) in the hope that this one makes it off the drawing board.



Links from: Frank Bryant: **Subject:** flying stuff

Hey all you RC people, These are bigger than giant scale. Really great. German speaking with about 4 commercials.

<http://www.spiegel.tv/#/filme/modell-flugshow/>

The language is German, but you have to see the SIZE of these critters.

Farewell Message from Your Newsletter Editor:

It seems like I volunteered to do this so long ago but it has only been two years. I thought it would be a good way to be more involved in the Chapter, give Ron Wanttaja a break and make some small contribution to our group and the EAA as a whole. I thought it would inspire others to get involved too.

I have met or gotten to know many more of our members than maybe I otherwise would have. Looking back it has been a great experience.

A big part of the effort to produce these newsletters has been contributed by my Best (only) Girl: Elizabeth Bates so Thanks to You!

Together, along with the continuous contributions and encouragement from Ron Borovec, Ron Wanttaja, Frank Bryant and all our other members, we have tried to provide a monthly snapshot of entertaining, useful and interesting aviation related items. Maybe, in five, ten, or twenty years, someone will be researching the past issues on the internet and find an article that will inspire, educate, or at least entertain them for a few minutes.

Thank you to Tom Osmundson for volunteering to relieve me and be our new Newsletter editor. I plan to utilize my freed up time to complete my airplane project this next year!

Merry Christmas, Happy Holidays, and Happy New Year to All.

Respectfully,
Your (now past) EAA Chapter 26 Newsletter Editor,
Tracy Hach

80-Year-Old Grandpa Earns Sport Pilot Certificate

Ben Palmer fulfilled a lifelong dream when he earned his sport pilot certificate October 17 through the Chesapeake Sport Pilot flight school in Stevensville, Maryland. The 80-year-old grandpa had longed to fly since 1951 when he had served as a radar technician in the Air Force on a B-25. When he completed his military service, he applied for flight school through the GI Bill, but all slots were full.

Finally in 2007, after raising a son and two granddaughters and a successful career with General Electric, Ben learned about the sport pilot certificate. It requires less time and less money than a traditional private pilot certificate and allows the pilot to fly two-seat sport airplanes and carry one passenger using a driver's license instead of a traditional FAA medical certificate. It was exactly the type of flying he was looking for.

"I have flown with a number of different instructors at Chesapeake Sport Pilot," said Ben. "I am especially indebted to my primary instructor, Helen Woods, who is not only a great instructor, she is patient, pointed out my shortcomings and my pluses, and has a great sense of humor. She made flying fun while instructing me. She is also a good friend."

Looking back on his training, Ben most fondly remembers his first solo flight and the exhilaration of passing his final flight test. He's looking forward to taking his friends and family flying this fall.

Chesapeake Sport Pilot is the largest light-sport flight school in the country with seven modern airplanes, 18 highly experienced instructors, and about 65 students actively enrolled in instruction at any given time. The school offers sport pilot, private pilot, and sport pilot flight instructor training and plans to offer seaplane training next year.

www.ChesapeakeSportPilot.com.



On the Wreckord

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

Zayton JD-2 – Maryland: The pilot/builder was flying about 800 feet above the ground when he experienced a sudden increase in engine rpm, with a corresponding loss of thrust. He subsequently performed a forced landing to a highway; however, during the landing roll, the right wing struck a tree and sustained substantial damage. Examination of the engine by an FAA inspector revealed that the crankshaft tapered flange was scored, which corresponded with scoring observed inside the tapered propeller hub flange. The castellated nut and washer, which secured the propeller hub flange to the engine crankshaft, were found extremely scored and warped. In addition, the FAA inspector noted that the pilot did not possess the proper manufacturer technical data and tooling to remove and reinstall the propeller hub assembly on the accident engine.

Glastar Sportsman - Vermont: While on the downwind leg of the traffic pattern, the annunciator system made several audible warnings stating "check fuel pressure." He noted that the fuel pressure gauge indicated low to no fuel pressure. He cycled the boost pump from the "on" position to the "off" position several times, with no effect on the fuel pressure reading. The mixture, propeller, and throttle controls appeared to be in their respective normal climb positions, but the pilot noted a decrease in engine rpm and manifold pressure. During the emergency landing, the aircraft departed off the left side of the runway, nosing over inverted. While data retrieved from the airplane's multi-function display confirmed the erratic fuel flow during the accident flight, the reason for the loss of fuel pressure could not be determined.

RV-6A - California: The airplane touched down approximately 2,500 feet down the 4300-foot runway in calm wind conditions. The pilot applied heavy braking, but the airplane did not stop quickly enough. He attempted to turn off the runway; however, he was not able to make the turn and the airplane went over an embankment and nosed over.

Searey – Minnesota: After takeoff, the propeller began making excessive noise and vibration. The pilot reduced the engine power and looked for an area to make a precautionary landing. While the pilot executed a 180-degree turn in an effort to avoid obstacles in his flight path, the airplane decreased in altitude quicker than he anticipated and subsequently impacted the water. A postaccident examination of the airplane revealed that there was a separation of the composite skin on the forward face of one of the propeller blades. The propeller had accumulated approximately 33 hours time in service at the time of the accident. The pilot reported that he conducted a preflight inspection and there was no visible damage to the subject propeller blade.

RV6-A - Missouri: The cockpit canopy latch had broken at the conclusion of the previous flight, and had been welded and reinstalled. After takeoff, the repaired canopy latch failed as the airplane climbed through 50 feet AGL. The pilot attempted to land on the remaining runway due to the possibility of the canopy separating and striking the empennage in flight. However, after landing, he was unable to stop on the remaining runway and the airplane struck a ditch during the runway overrun. The nose landing gear subsequently collapsed and the airplane nosed over.

Minimax - California: While flying on the downwind leg, the pilot observed a Cessna airplane take off from the runway. When the Cessna was clear of the runway, the pilot conducted an uneventful wheel landing. During the landing roll, as the airplane approached the area where the Cessna lifted off, the airplane lifted off of the runway surface. The pilot applied full power but the airplane touched down hard, substantially damaging the wings and fuselage. The NTSB probable cause was wake turbulence.

Hunnicut Hobo - North Carolina: The pilot departed from runway 4, and the airplane began losing altitude approximately 100 yards past the end of the runway. The pilot said that the engine tachometer read 2,500 rpm, but the airplane would not climb. He applied carburetor heat, the roughness worsened, and he removed the carb heat. The aircraft flew into trees and bushes approximately one-quarter mile from the end of the runway, where the airplane nosed over and came to rest inverted. The pilot turned off all switches, exited the airplane, covered the airplane with a camouflage tarp, and cut the registration numbers out of the fuselage, and left the area. Five days later, the wreckage was discovered by the property owner and reported to local authorities. Upon questioning, the pilot stated that he did not think he needed to report the accident, and that he planned on removing the airplane once the corn crop was harvested. The pilot had also removed the airplane's data plate, several of the flight instruments, and the airplane's wings prior to the FAA's examination of the airplane at the accident site.

On the Wreckord, continued

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

RV-6A - Idaho: The pilot was performing a series of high-speed taxi test runs and planned to complete his first flight in the recently completed amateur-built experimental aircraft later in the day. During the first test run, the fully-castoring nose wheel began to shimmy, and the pilot appeared to slightly raise and lower the airplane's nose, in what was assumed by witnesses to be an attempt to eliminate the shimmy. Upon reaching the end of the runway, the pilot reversed course and made another test run in the opposite direction. During the second test run, the nose wheel began a significant shimmy, followed soon thereafter by the nose of the airplane beginning to rise. Almost immediately after the nose began to rise, the airplane, in what was most likely an unintended consequence, lifted off the runway. Soon after it became airborne, the airplane's nose lowered, in what appeared to be the pilot's attempt to get it back onto the runway surface. The nose wheel then contacted the runway, and the airplane entered into a porpoising sequence that ultimately resulted in the nose gear strut collapsing. The airplane then slid off the side of the runway, and, after encountering soft terrain, it nosed over onto its back. The reason for the occurrence of the nose wheel shimmy could not be determined. One fatal.

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

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

*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

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

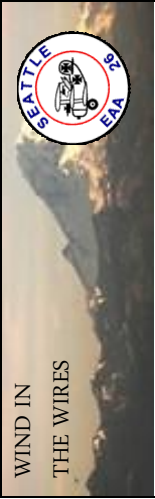
NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION
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The Newsletter of EAA Chapter 26

