

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume IX No. 2 ❖ Feb 2011

NEXT MEETING:

2nd Thursday of the Month
February 10th,
2011
7:30 PM

LOCATION

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

Chapter Web Page

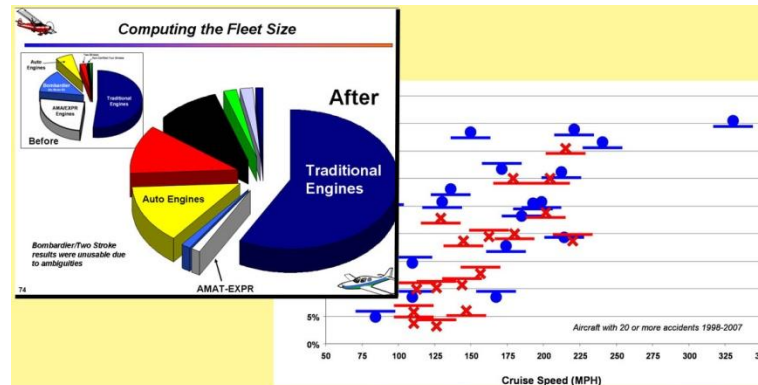
www.eaa26.org

FEBRUARY MEETING

LOOKING INTO THE CORNERS

- In past Chapter 26 presentations, Ron Wanttaja has discussed the overall homebuilt accident rate and that of some of the more popular homebuilts. This month, he'll look into some of the "dirty little secrets" of homebuilt safety. This will include auto-engines (including breakdowns by type), fatal accident rates, and the accident rate among homebuilt purchasers vs. builders.

He'll also discuss some of the efforts being made to improve homebuilding's accident rate, and why the "official" predictions may not be an accurate depiction of the hazards of our sport.



FUTURE EVENTS

Feb. 26 & 27:
Northwest Aviation
Conference and
Trade Show,
Puyallup, WA
Mar. 29 – Apr. 3:
Sun 'n Fun,
Lakeland, FL
June 11-13:
Golden West
Regional Fly-In,
Marysville, CA
July 6-10:
Arlington Fly-In,
Arlington, WA
July 25-31:
EAA Air Venture
Oshkosh,
Oshkosh, WI

Ebnetter's E-1 (Arnold gave last month's presentation)

Arnold Ebnetter was wrapping up his bachelor's degree in aeronautical engineering at Texas A&M University in 1958 and he needed a final project, so he decided to design an airplane that would set a speed record over a long distance. His paper wowed the faculty, but it took 52 years to build and then attempt the record. You can read Ebnetter's story in the January issue of Sport Aviation. [View Arnold's personal build photos](#)



John Monnett (right) congratulates Jeremy Monnett (left) on a successful first flight of the Onex

ONEX MAKES FIRST FLIGHT

Folding-wing design reaches 165 mph

Sonex's newest kit aircraft the Onex, made its first flight Thursday (January 27) from Wittman Regional Airport in Oshkosh, Wisconsin. The single-place, all-metal monoplane that features folding wings was flown by Sonex Aircraft CEO and Onex designer Jeremy Monnett who reported reaching speeds of 165 mph. The Onex, which will have the option for both conventional and tricycle gear, was designed like the others in the Sonex line to provide simplicity and affordability in an aircraft project. [Read more](#)

HUNDREDS OF SPITS CLAIMED TO BE STASHED AWAY DOWN UNDER

Imagine hundreds of "new" Supermarine Mk.V and Mk.VIII Spitfires, secretly stowed in crates in an old Queensland, Australia, mine for the past 60-plus years. There are locals in the area of Oakey, Queensland, who swear it's true, claiming that planes hidden in crates to be used in retaking Queensland in the event of a Japanese invasion are still there. The planes were to be scrapped after the war, but, as the story goes, "a leading aircraftman" couldn't bear to see the magnificent aircraft destroyed, so he hid them away in an abandoned coal mine where they remain today. [Read more](#)



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PRESIDENT'S MESSAGE...

The project visit at Steve Crider's hanger to see the wings and engines of the World Cruiser replica was fun and interesting. It was especially satisfying to have an engine expert like Steve to give a guided tour and explain what he was doing with these old original engines. Bob Dempster's Douglas World Cruiser is an amazing project. A replica of the original 1924 globe circling airplanes which will use an original Liberty engine.

My next topic is always near to my mind, but not very sexy. Specifically the challenges of being a chapter president. My main challenge is programs. To be very blunt, it has been a pain in the behind to come up with a program every month. My, or our, bacon has been saved on numerous occasions by people, mainly though not only from our chapter, who have stepped forward and delivered the goods. Their contribution to the chapter and my sanity are greatly appreciated. It is the case that recent chapter presidents have served for one term. I can not speak for them, but for myself I know that finding a program has been a continual challenge. One I would like to spread around.

Yes, I think the our chapter should have a program committee. The bigger the better. Everyone has one or two ideas about who could present a great program. I will be asking for several or members to be on our Chapter program committee.

The other challenge I have not excelled at is growing the chapter. I thought Ron Wanttaja had a great sense of who would be a good president: an extrovert who would thrive at the challenge of finding new members. At the risk of shocking some of you who don't know me well, I regret to break the news that I am not and never have been a roaring extrovert.

Much of general aviation has a shrinking pilot base, but many other local EAA chapters are doing well. I have mentioned Puyallup and the Thun field chapter before. Their chapter is more than twice the size of the Seattle chapter and the city of Puyallup is well less than a tenth the population of Seattle. I know most people join an EAA chapter because of their love of flying, aviation or airplanes. You did not sign up for a permanent recruitment campaign. I don't know what to do about it, but I bet some of you have ideas.

All in all, being chapter president is not a bad job. You won't be bored. I recommend it highly.

-Ron Borovec

From: Tom Osmundson

FAA Safety Team | Safer Skies Through Education

The following seminar may be of interest to you: **"Seattle Class Bravo Airspace is Changing"**

Topic: Understanding the new Airspace System coming to the Seattle Area.

On Saturday, February 19, 2011 at 10:00 AM

Location: Regal Air / Paine Field, 10217 31st Ave West, Hangar C-51, Everett, WA 98204

Bravo airspace is being revised. Learn how the new Bravo airspace may or may not impact your next flight.

To view further details and registration information for this seminar:

http://www.faasafety.gov/SPANS/event_details.aspx?eid=36030

>

One credit is available for the WINGS/AMT Programs: KEB 1.00

From: Frank Bryant

Check out CWSU National TAF METAR maps - NOAA NWS

How cool is this map, just put your cursor on the city get the weather @ the airport. put this one in your favorites

[Click here: CWSU National TAF METAR maps - NOAA NWS](#)

Interesting video on the making of a jetliner.

["target=" blank"http://www.youtube.com/watch_popup?v=zKnsyYbfC60&feature=popular](http://www.youtube.com/watch_popup?v=zKnsyYbfC60&feature=popular);

I got most of my commercial license flying seaplanes off Lake Union in the early 70's. **FUN** way to fly!!!!

A FUN VIDEO WITH SOME INTERESTING HISTORY ABOUT SEAPLANES ON LAKE UNION

With water all around us in Seattle, the float plane offers incredible freedom. This video is about the history of seaplanes at Lake Union, which is unique because it is in the middle of Seattle and hosts a variety of watercraft all sharing the lake. Enjoy this video on a fascinating form of aviation set in the scenic beauty of the NW.

http://www.lakeunionhistory.org/museum/Seaplane_Intro.html

Here's a good "Mystery Airplane" picture from my last trip home from

"down in so-cal." After departing San Bernardino, we picked up some folks at Fox Field in Lancaster, CA, where this unusual airplane rests.

Must be that if you have a hump, gotta have 4 engines push it along...

From: Tom Osmundson



Tech Counselor Visits: Subject: Re: ME-262 visit & Photos (next page)

Did a Tech Counselor visit of the Boeing Glasair SII project, but with trying to figure out where the structures concept center was and meet up with folks, forgot to drag in my camera! I'll try to grab some photos off the build log and see if I can put that together for the March newsletter. Anyway, I remembered the camera for my visit of the ME-262. --Oddball --

Project Visit: ME-262 "White 3" nearing completion

On Friday I had a meeting up at the Bomarc, so I figured I'd squeeze a visit of the ME-262 project. Been wanting to drop in for some time, but this turned out to be a good opportunity with folks working on the airplane coinciding with my being up there. Tom Susor reports that the airplane is 1-2 months away from first flight. So maybe in the upcoming weeks we might be seeing a taxi test or two. White 3 is the third (and last) flyable Messerschmidt to be built by the group at Legend Flyers. Two others were completed for static display. This one is a "convertible" where by switching the canopy and turtledeck, it can be converted from 1 seat to 2 seat. The cockpit looks about ready to start mounting gauges and instruments and connect to all the nice looking wire bundles. I believe this one is going to a museum in Florida, but will likely be doing the airshow circuit. The engines (from a Lear jet) looks so small with all the inlet extension and tailpipe extensions are installed to have it fit the original engine nacelle profile. Standing next to the airplane you can tell it's a pretty good sized bird, tall in the saddle sitting upon some large tires suitable for grass strips. Also in the hangar is a FW-190 being restored for static display (at McMinnville I believe). I was told please ignore all the steel tube stuff. I'm sure with the expertise of this crew they'll have it looking like a real Focke-Wulf before long.



the ME-262 project photos

The Banty project progress report:

I came to a crossroads last fall with my airplane construction project. I have been building parts in my garage and assembling the fuselage in an empty converted 20' travel trailer in Shoreline, WA since 1998. It was time to connect the parts: wings to the fuselage and the work on the wing struts and bracing and then the wing controls. This needed to be done in a hanger that was located as close to home as possible.

Earlier last year I gained dual citizenship when I joined EAA Chapter 84 in Snohomish, WA. Turns out, EAA Chapter 84 has a excellent hanger available to its members to build and complete their airplane projects. Members also use it for maintenance and repair of their completed aircraft. It is also used for various Chapter functions and gatherings.

On Jan. 16, we moved into the hanger at Harvey Field in Snohomish, WA. Liz Bates and Monroe Norman helped secure the parts for travel, followed me to the airport, and helped unload the parts.

I have been traveling there almost every day or evening since to prepare for and begin assembling the wings. It is great to finally see the wings in position near the fuselage but my commute has tripled. Note to self, Do as much as possible while your project is in the garage still on the next one. More to come...

Tracy Hach, your EAA Chapter 26 Newsletter Editor



On the Wreckord

Recent Homebuilt Accidents from the NTSB Web Page Feb. 2011

Lancair Legacy - California: Northern California TRACON reported that at 1316, the pilot radioed a mayday call on 121.5 MHz stating that he was at 5,500 feet, had an engine fire, and had visual contact of the Watsonville Airport. No other communications were reported. The aircraft wreckage was located soon afterwards, one mile east of the Watsonville Airport in an apple orchard.

Kitfox - California: The pilot reported that he observed the airport windsock during the downwind leg for landing, and determined the winds to be light and variable. He maneuvered the airplane from base to final on an approach path that he deemed suitable for a short field landing. The airplane encountered a downdraft as he approached within 100 feet of his intended touchdown zone. He attempted recovery by increasing engine power, but the landing gear struck a berm. He then applied full engine power, and the airplane struck a second berm, collided with the ground, and came to rest just beyond the beginning of the runway.

Searey - Florida: The pilot about 70 to 75 miles per hour, and at an altitude of 300 feet above the Gulf of Mexico. As the pilot approached some islands, he descended to 100 feet agl, 300 to 400 feet from the shoreline. He then began a 180-degree turn, forgetting to add power and losing 70 feet of altitude in the turn. At the completion of the turn the pilot was at about 30 feet agl and 40 miles per hour airspeed. He stated that "adding power did not seem appropriate" as he was "heading toward the beach with people everywhere." The pilot elected to allow the airplane to stall and crash into the water.

Starduster - Washington: Spectators at an RC airstrip reported that the pilot flew from southeast to northwest, and performed a fly-by approximately 20 to 30 feet above ground level. At the end of the airstrip, the airplane increased in altitude to about 100 feet and then entered a roll. About halfway through the roll the pilot lost sight of the horizon and stated that he "knew I was in trouble." The airplane impacted the ground shortly thereafter.

Avid Flyer - Missouri: The pilot was preparing the homebuilt airplane for its first flight for the owner. He had made 2 taxi tests to about 40 miles per hour, which he estimated would be the airplane's approximate stall speed. On the third taxi test, when about two-thirds of the way down the runway, a gust of wind caused the airplane to become airborne. When the pilot was able to get the airplane under control, there was insufficient runway remaining to perform a landing, and he decided to continue and return for landing. While attempting to climb, the pilot noticed that the engine speed was too high and he was not able to climb effectively. As the airplane's altitude decayed, the pilot pulled back on the stick and the airplane stalled and struck the ground. The pilot stated that he believed that the pitch setting of the airplane's propeller was improper, which did not allow proper thrust production for flight.

Aerocomp - Florida: During the turboprop airplane's final approach, the airplane was aligned with the runway centerline and airspeed and power were stabilized. At the approach end of the runway, the airplane suddenly dropped, resulting in a hard bounce. Corrections were made and on the second bounce, power was added for a go-around procedure. The engine did not respond to the thrust lever input because the turbine spooling was too slow. The airplane exited the runway to the center median with another hard bounce, then crashed.

Air Cam - Washington: The pilot taxied the ultralight airplane west between two rows of hangars up to the boundary of the non-movement area before stopping to contact ground control. At this time an Army Chinook helicopter made an approach to runway 34R before entering a hover over the runway in front of the pilot at an altitude estimated to be from 75 to 100 feet above ground level. As the helicopter descended to about 20 to 30 feet above ground level, the rotor wash from the helicopter picked the airplane up off the ground and blew it backwards and to the right. The airplane subsequently dropped to the ground on its right wingtip, coming to rest upright about 25 to 30 feet from where it was originally positioned. The airplane sustained damage to its right wing, including the flap and aileron, and the right main landing gear.

Marketplace

We are having technical difficulties. Please resubmit all items for sale that are still current.

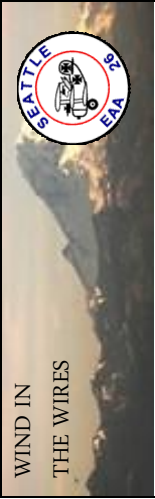
NEWSLETTER



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The Newsletter of EAA Chapter 26

