

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XVII No. 1 ❖ Jan 2009

NEXT MEETING:

2nd Thursday of the Month
Jan 8th, 2009
7:30 PM

LOCATION

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

Chapter Web Page

www.eaa26.org

JANUARY MEETING

"From out of the clear blue of the western sky..."

The Cessna T-50 had many names...the "Double-Breasted Cub," the "Useless 78," etc...but most of us fondly remember the one called "Songbird," from the Sky King TV series of the 1950s.

For this month's meeting, Jon Larson will tell us of the history of the Cessna T-50, including showing a complete episode of the TV series.



FUTURE EVENTS

Feb 21-22: NW Aviation Conference and Trade show, Puyallup.

Apr 21-26: Sun-N-Fun, Lakeland FL

July 8-12: Arlington Fly In

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PRESIDENT'S MESSAGE...

Snow Snow Snow!!

I hope everyone has been enjoying all of the snow we've had over the holidays. I've still been getting dustings of snow the past few mornings as the berms from the snowplow slowly melt off. Flying in Seattle was a bit difficult for even the big jets, and especially for our little planes unless you had skis installed.

I went to Spokane for Christmas to visit family. Holy smokes, did the snow come down! Here I am shoveling over two feet of snow off the roof for mom and dad. And cold, felt like Alaska, just missing the Super Cub on skis...

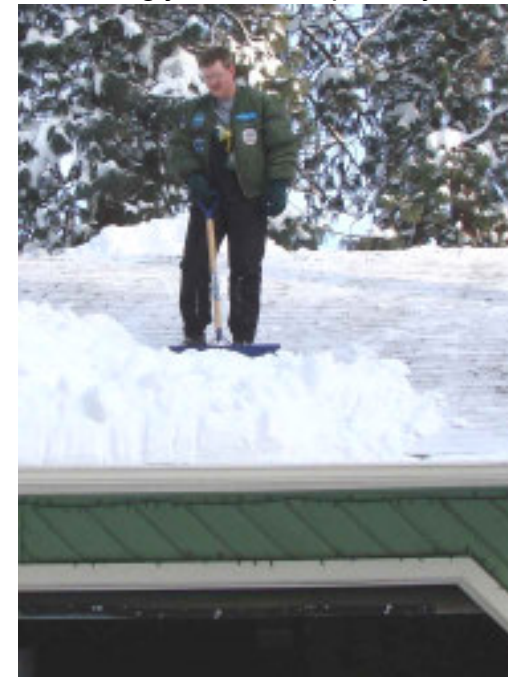
Unfortunately the weather also contributed to a very low turnout for the New Years Flyout to Thun Field. It was IMC late AM thru early PM, and then marginal VMC outside that. I failed to send out a reminder with the weather backup plan to drive to the restaurant at the airport. My bad.

Having submitted the chapter renewal for this year reminded me of a few items of business for the January meeting. The Young Eagles coordinator position is still open. Any volunteers or nominations would be appreciated. Now is also a good time to be thinking of when to have chapter sponsored YE events, as well as any other fly-out, project visit, or other activity. Also if anyone is willing to do a hands-on program to demonstrate a skill (similar to Bob's build-a-rib for the World Cruiser) that would make for an interesting meeting. That is also something that may attract new members.

Yesterday I received a phone call that long time chapter member Jim Taplin had passed away back on 9 October 08. Being a newer member of the chapter I did not have the opportunity to know him, but I'm sure many of you remember him.

January's program should take several of you back to your childhood with an episode of Sky King and some Cessna T-50 Bamboo Bomber history. So eat your Peter Pan Peanut Butter, and hopefully Thursday will arrive through the clear blue western sky!

Tom





'Mothership' soars over Mojave

White Knight Two, the 'Mothership' for SpaceShipTwo, completed its maiden flight on Sunday, December 21, moving Virgin Galactic one step closer to becoming the world's first commercial "spaceline." The twin-fuselage aircraft being developed by Scaled Composites reached an maximum altitude of 16,000 feet during the 59-minute flight, which took place at the Mojave Air and Space Port at 8:16 a.m. PDT, following successful taxi trials earlier this month. White Knight Two is scheduled to appear next summer at EAA AirVenture Oshkosh.

EAA Develops Fact Sheet For US Customs International GA Flight Notification Rule

The Advance Information on Private Aircraft Arriving and Departing the United States final rule issued in November by the United States Bureau of Customs and Border Protection (CBP) has gone into effect. It is currently optional, but will be mandatory starting May 18, 2009. The rule requires pilots of all general aviation flights into or out of the U.S. to electronically submit crew, passenger, and flight information to CBP no later than 60 minutes prior to departure.

EAA and other associations opposed the rule because many remote takeoff and landing sites lack Internet-capable facilities, and current CBP rules already require small GA aircraft to stop at designated CBP airport ports of entry for passenger and cargo customs clearance. To assist EAA members in operating with the new CBP security rules, EAA developed a knee-board fact sheet for preflight planning.

http://www.eaa.org/news/2008/customs_information.pdf

Canada Moves Forward With 406 MHz ELT Requirement

Denying requests from general aviation pilots at home and abroad, Transport Canada said it would move forward with a rule requiring virtually all aircraft operating in Canadian airspace to have 406 MHz emergency locator transmitters (ELTs) on board within two years of February 1, 2009.

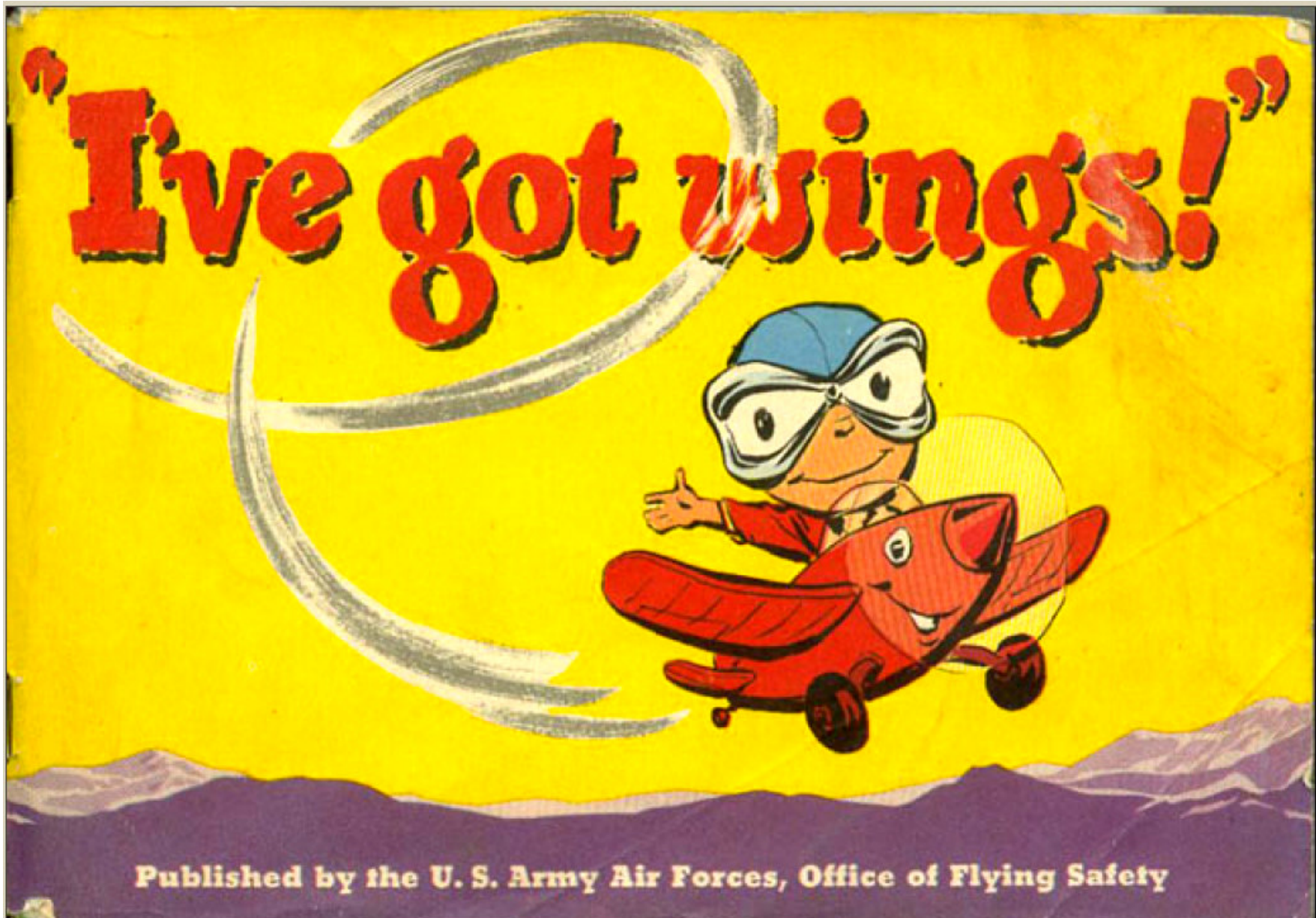
Denis Browne, chairman of the EAA Canadian Council, who submitted comments to the rule in October, feels the requirement goes beyond the ICAO standard. "Transport Canada seems to be exceeding the requirements of other jurisdictions by requiring virtually all aircraft to be so equipped," he said. "In effect they are going further than any other jurisdiction regarding non-commercial flights."

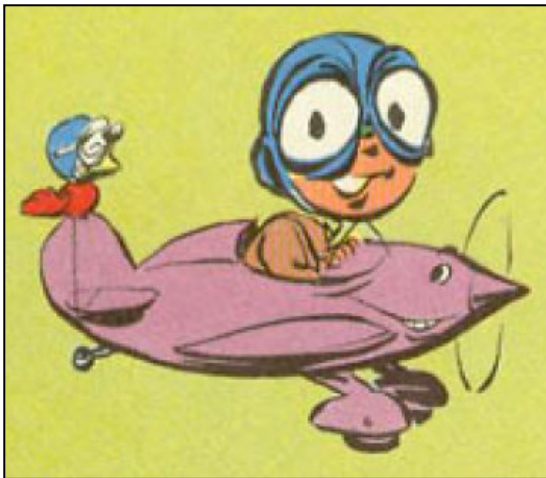
The United States (FAA) does not plan to adopt the 406 MHz ICAO standard for domestic only flights, so most aircraft owners will likely choose not to spend the estimated \$1,000 (plus installation) to equip their aircraft. This could result in a sharp decline in tourism and business flights by U.S.-registered aircraft into Canada. From May 2007 to May 2008, the Canada Border Services Agency processed more than 63,000 foreign private aircraft, roughly 90 percent U.S.-registered.

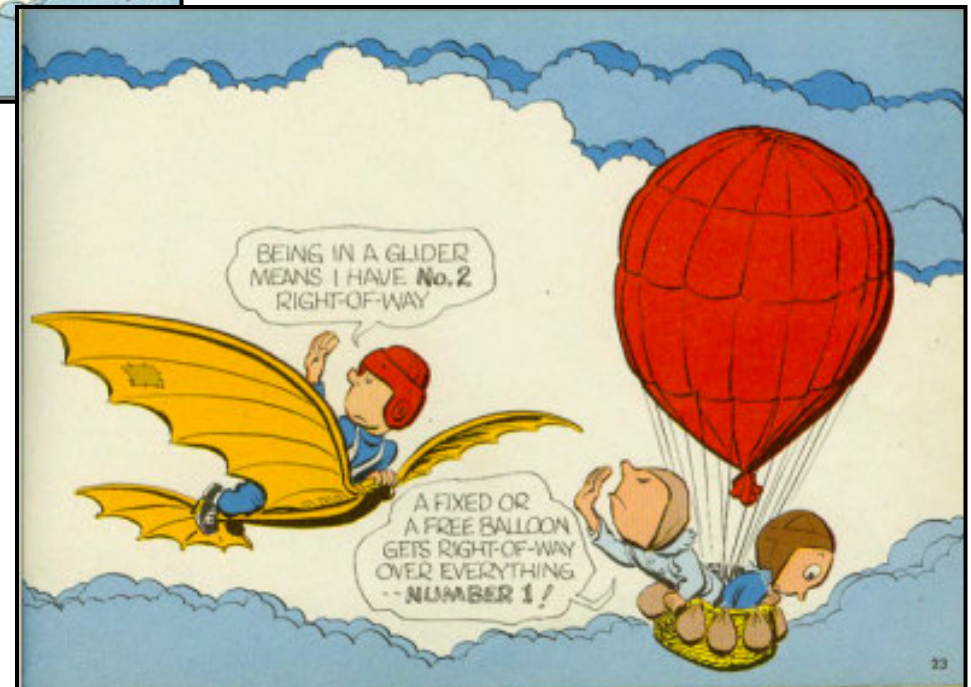
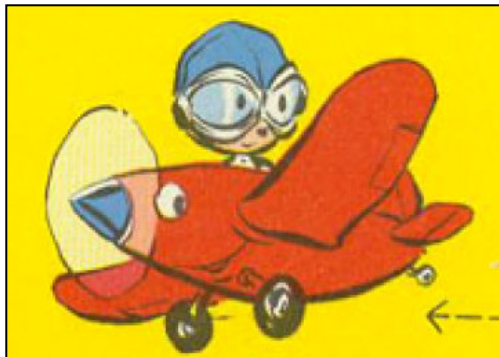
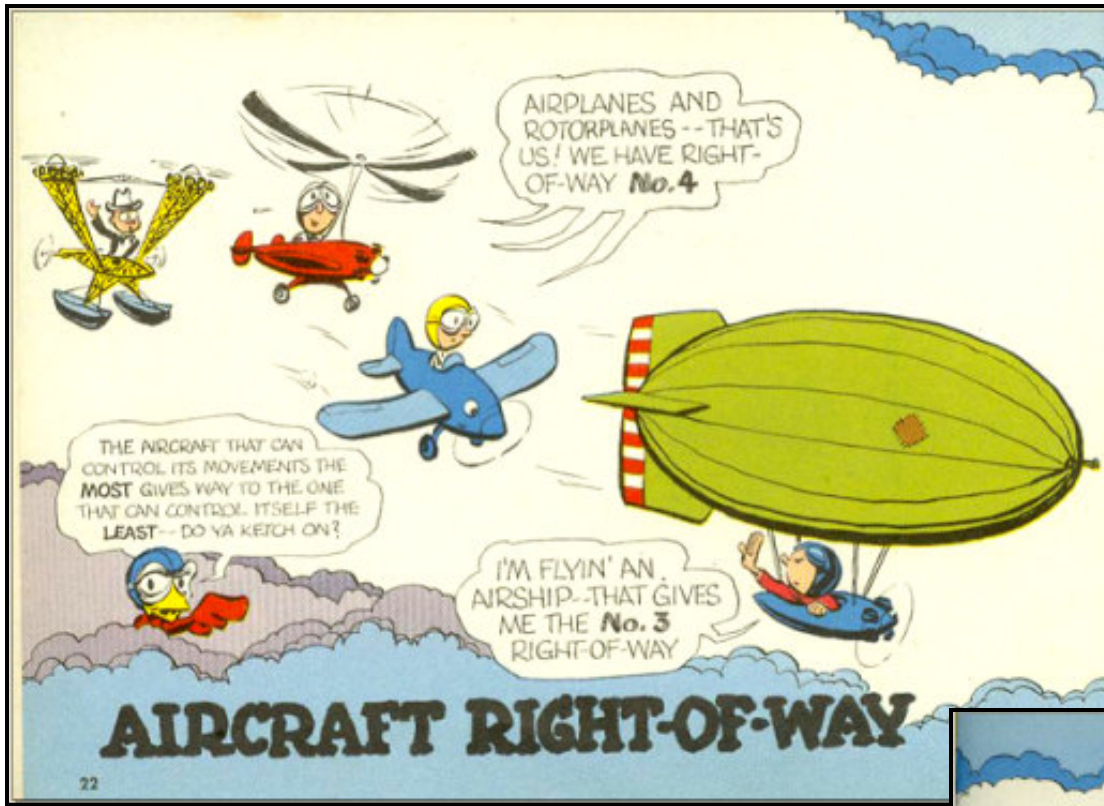
D.C. ADIZ Becomes Permanent

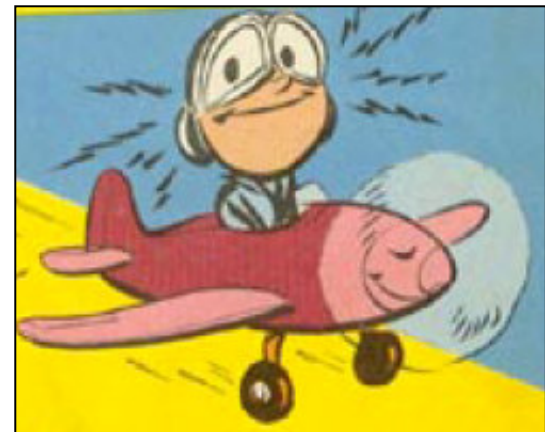
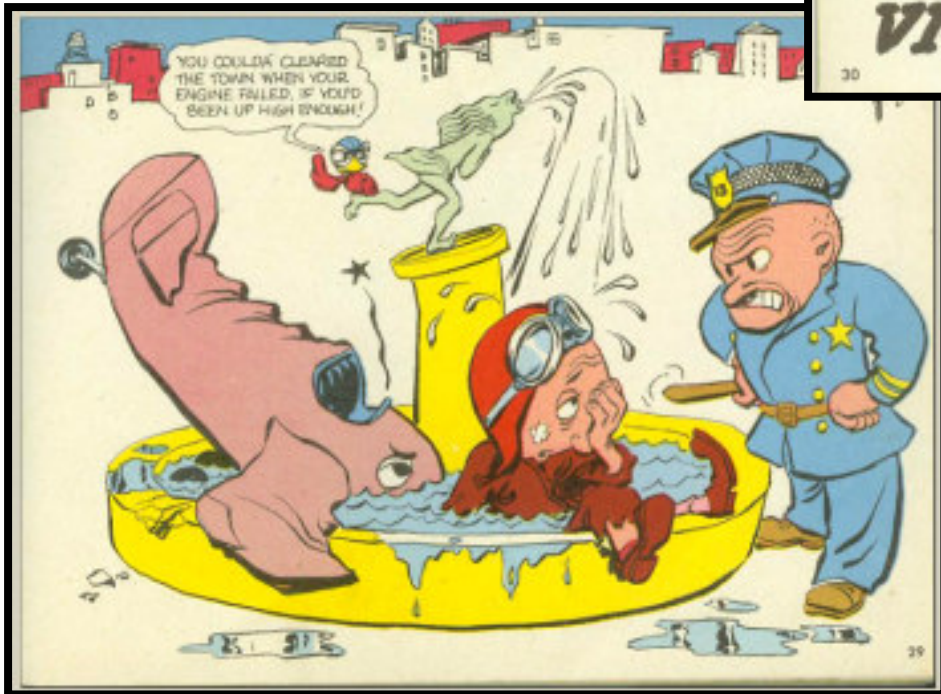
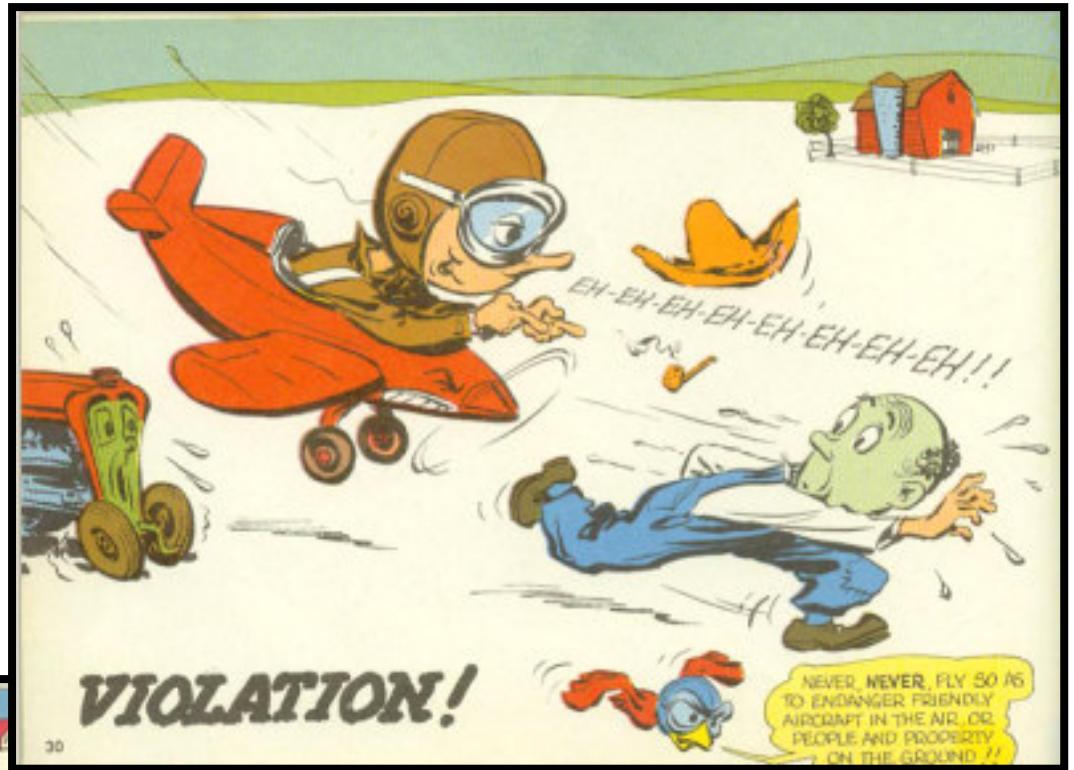
Perhaps the single most universally opposed flight restriction to ever come down the Beltway was made permanent Monday, when the FAA codified the Washington, D.C., Air Defense Identification Zone (ADIZ) into a special flight rules area (SFRA). EAA and other aviation organizations worked tirelessly to eliminate the DC ADIZ or minimize the impact of these airspace restrictions and other operational limitations on general aviation since the ADIZ was created after 9/11.

This old safety pamphlet has been making the rounds, and I've reproduced few of the more interesting illustrations. There's no copyright date or other indicators of when this was published, but as it's produced by the 'Army Air Forces,' this means it's after June 1941 (before which it was the Army Air Corps) and prior to the formation of the US Air Force in 1947. Due to the total lack of references to the War, I'm suspecting it was published in late 1941 or early 1942. Enjoy!









On the Wreckord

Recent Homebuilt Accidents from the NTSB Web Page

Searey - Florida: The non-certificated pilot of the amphibious SeaRey departed a hard-surfaced runway for a flight to, and landing on, a lake approximately 10 miles away. When the airplane touched down on the lake, it stopped abruptly, and partially submerged. The impact resulted in a serious injury to the pilot, and substantial damage to the airplane. According to the pilot, he did not realize that the landing gear was extended for the water landing, and he did not select or command the extended position. Post accident information provided by a Federal Aviation Administration inspector revealed that the landing gear was in the extended and locked position, and the landing gear controls were in the corresponding position.

Davis DA-5B – Texas: The pilot hit rough air at his cruise altitude of 4000 feet and decided to descend to 3800 feet for smoother air. As he began the descent the engine began to run rough and then quit. During the forced landing the airplane struck a fence and mesquite trees. The carburetor had separated from the intake manifold at the flexible rubber couplings.

Velocity – Nevada: The engine was equipped with a supercharger, and the purpose of the flight was to test the performance of the airplane and engine with the supercharger engaged for the first time. Shortly after takeoff the air traffic controller observed that the airplane was not gaining altitude. The controller asked the pilot if he needed assistance, to which the pilot responded, "I'm going down, I'm going down." The airplane then collided with a house 1.1 miles southeast of the airport. One fatal in aircraft, two fatal on ground.

Zenair CH-701 – Virginia: The pilot was departing from a 2,100-foot-long, turf runway. He pulled the control stick back too far, in an effort to reduce the weight on the nose-wheel, which resulted in the airplane becoming airborne prematurely. The airplane did not have enough airspeed for the pilot to be able to maintain directional control. It turned left, descended, and struck trees located off the left side of the runway. The pilot reported 2,021 hours of total flight experience, which included 13 hours in same make and model as the accident airplane.

Zodiac CH601XL - Idaho: About 1 mile south of the airport the airplane was observed in an "abrupt maneuver" before impacting terrain in a nose low attitude. There was no postcrash fire. An FAA inspector reported that an on site examination revealed that the airplane had come to rest in an inverted position, and that all necessary components for flight were accounted for. The inspector further reported that the presence of fuel was detected at the accident site.

Loehle P-40 – Oregon: The pilot initially departed the Aeroacres Airport, and after about 35 minutes the engine surged twice then quit; the pilot subsequently made a forced landing to an open field on a dairy farm. After checking the gascolator and observing adequate fuel flow, the pilot added 4 gallons of aviation fuel, ran the engine for about 10 minutes at different speeds, then departed for the airport, which was about a mile away. About 300 yards from the approach end of Runway 4 the engine quit a second time, which resulted in the pilot making a forced landing in a private pond. The airplane came to rest in an upright position partially submerged in the pond. The pilot stated that he had purchased the engine new and that it had accumulated about 40 hours of flight time.

Marketplace

Estate sale: Acrosport 1 project sitting on gear ready to cover. Acrosport 2 project, substantially complete. Two IO-360 engines, additional Acro 2 fuselages, additional parts, materials, and shop tools. Located in heated hangar in Salt Lake City, to be sold by email bids. Contact Lyle at: 1-801-621-2087, or Email: rwacro@gmail.com.

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.

For sale: Geoff Sharples' 1956 C-172. 2500 TT, and ten hours SMOH. Exterior and interior are original (and look it) but the seats have been re-upholstered. Asking around \$25,000. Contact Jim Huber at 253-630-1689, or email him at james.huber@comcast.net.

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: Lycoming O-235 engine, will consider any version, prefer run out engine in need of overhaul. Ross Mahon 206.550.9526 or Rossair@aol.com

DUES ARE DUE!

- 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:

EAA 26,
c/o Tony Livic
3546 Gangmarken Ln NE
Bainbridge Island WA 98110

(Note: Members who have not paid by March will no longer receive a newsletter)