

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XVIII No. 1 ❖ Jan 2010

NEXT MEETING:

2nd Thursday of the Month
January 14th, 2010
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

CHEAP CLICKS

You can take great pictures at Fly-Ins with a thousand-dollar digital SLR camera. However, a smaller, cheaper digital camera can take some pretty satisfying shots as well...as long as the operator knows a few tricks.

This month, Ron Wanttaja discusses some of the features included in even low-buck cameras that can be used to take publication-quality photographs. While he's at it, he'll talk about some of his own favorite tricks for taking great airplane photos. Notice: another program may be substituted.

Annual membership dues of \$16.50 are due this month.

FUTURE EVENTS

Feb. 20 & 21:
Northwest Aviation
Conference and
Trade Show,
Puyallup, WA
Apr. 13-18:
Sun 'n Fun,
Lakeland, FL
June 11-13:
Golden West
Regional Fly-In,
Marysville, CA
July 7-11:
Arlington Fly-In,
Arlington, WA
July 26-Aug. 1:
EAA Air Venture
Oshkosh,
Oshkosh, WI

STILL HAVE A PAPER PILOT CERTIFICATE?

Pilots who still have not replaced their old paper pilot certificate should do so now or risk being unable to exercise their hard-earned privileges in the not-too-distant future. All paper pilot certificates will expire after March 31, 2010. FAR 61.19(h) reads: "Except for a temporary certificate issued under §61.17 or a student pilot certificate issued under paragraph (b) of this section, the holder of a paper pilot certificate issued under this part may not exercise the privileges of that certificate after March 31, 2010."

[Click here](#) to replace your airmen certificate. The FAA says to allow 4 to 6 weeks for mail processing and 7 for online processing so don't delay!



Ancient Airplane Reappears in Antarctica



Archival shot of the Vickers REP monoplane discovered on New Year's Day in Antarctica. Photo by: © Australian Antarctic Division 2008

January 7, 2010 — Word spread quickly this past week when it was reported that a team of Australian conservationists had found the remains of the first aircraft ever taken to Antarctica.

Tony Stewart of the Mawson's Huts Foundation revealed in [a January 2 blog posting](#) that the 1911 Vickers REP aircraft brought to the frozen continent by Australian explorer Douglas Mawson was rediscovered. "Friday (January 1) was possibly the only day in several years when the rocks were sufficiently exposed and the tide was low enough and we were here to see it," he wrote. They had been searching for the aircraft for three summers.

Within days the story had gone viral, prompting millions of visits to the foundation's website, the blog reported.

The 1911 Vickers was the first airplane brought to Antarctica, but it never flew there. The wings were badly damaged during a demonstration flight in Australia prior to the expedition and only the fuselage was shipped over. Mawson had planned to use it as a tractor but its engine seized when it was unable to withstand the bitter cold, so they removed the engine and simply left the fuselage on the ice.

The first actual flight in Antarctica went to another Australian explorer, Sir Hubert Wilkins, in a Lockheed Vega on November 16, 1928.

BABY STEPS: EARLY STAGES OF A HOMEBUILT MOVEMENT IN CHINA

Over the holidays we saw a posting on Wired.com's *Autopia* website highlighting the small but growing *shanzhai* aviation movement in China. Shanzhai means "nonprofessional or clandestine manufacturers turning out products from the basic to the highly sophisticated," and there is a growing number of aviation do-it-yourselfers located there. "China's emerging aviator class is spreading its wings with a plethora of approaches, from the ramshackle to the sophisticated to the potentially revolutionary," the posting reads. They're using whatever power propulsion systems are available, from motorcycle engines to electric motors (the Yuneec e430 is featured) to a human-powered device called the Mozi. Read the full entry on the [Autopia website](#).

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PRESIDENT'S MESSAGE...

2010 will be here as you read this. I look forward to spending the next two years with the Chapter. Funny, I would do that anyway, but getting elected Chapter President really kicks the experience up a notch. The other officers and I look forward to running this show with your support. A lot of opportunities, a lot of challenges are coming.

I love to think and talk about airplanes. I also admit the politics of aviation is not my favorite topic. However, it came up at a motorcycle show, no less.

A couple weeks ago, strolling around the Seattle Motorcycle Show, I stumbled on a booth promoting flying and flight instruction. As a rather inactive pilot I ended up in a wide-ranging conversation regarding all sorts of aviation. Since he was trying to entice me into using their flight instruction, we chatted about it.

The main option seemed to be a Cessna 172 for \$170 per hour and a young instructor for \$65 per hour. Which seemed pretty close to \$235 an hour for dual. I mentioned Light Sport. Coincidentally, he was interested in finding an airplane for Light Sport Pilot instruction. Since he wanted to have a nice airplane with a reassuring whole airplane parachute, his cost would be on the order of \$150,000. That also did not sound like a good start on budget aviation.

Our conversation about training drifted farther afield. It seems they are the only outfit on Boeing Field offering flight instruction. Evidently, there is very little opportunity to learn to fly in Seattle. And it costs a lot. He was giving serious thought to how learning to fly could be more affordable. One possibility: make the flight instruction a non-profit company. And include in its mission statement the training of worthy youth. He is clear that the airport and the wider community appreciate Opportunity Skyways. He wondered if including flight training for deserving young people could also be an opportunity for his company. Times have really changed since I got my ticket. I don't even remember how much my instruction cost. A lot less, but then, that was a while ago.

EAA Chapter 26 has a wide range of members. Many of us are pilots. How and when did you learn to fly? Maybe you are not a pilot yet. If you are going to get a ticket, how do you plan to do it?

Ron Borovec

On the Wreckord

Recent Homebuilt Accidents from the NTSB Web Page Jan. 2010

Pulsar – Idaho: The pilot departed after sundown. He stated that he was very tired and anxious to get home. His panel-mounted global positioning satellite system (GPS) was not internally lit, and after getting airborne he discovered that a flashlight that he kept in the airplane for this purpose did not work. Rather than return to the departure airport for another light, he attempted to follow highways. Later, he realized that he had been following the wrong road. He then used his cell phone to light up the face of the panel-mounted GPS, and discovered that he was 150 miles from his destination. About 10 minutes later, he realized that he did not have enough fuel to make it to even the next closest airport. He continued on toward Boise hoping that he would find a road or clear place to land. At an altitude of 4,000 feet agl, the engine lost power. He saw no traffic on any road to help find a landing spot. He was in an extremely remote area and only saw three lights on the ground that were about 1/2-mile apart. He landed on rough terrain near a house, and all three landing gear sheared off at touchdown.

Zealot – Florida: The motorglider was on its first flight after storage by a previous owner. It was in cruise flight at 1,800 feet when it experienced a total loss of engine power. The pilot attempted an engine restart with negative results and made a forced landing. Upon initial inspection, the oil tank indicated that it was full of oil, but upon disassembly, only two ounces of oil was found in the reservoir. The engine manufacturer's installation manual indicated that if the vent plug in the engine case is not removed when adding oil, the oil reservoir can indicate it is full of oil, and an air bubble can form which will prevent oil from filling the chamber.

RV-6 – Texas: While in cruise flight, the airplane experienced a total loss of engine power. During the forced landing, the airplane's nose wheel dug into the ground and the airplane nosed over, coming to rest in an inverted position. During the post-accident examination, "spark" was not observed at the ignition leads when the engine was rotated. Further examination of the magnetos disclosed that they both had open coils and produced little, if any, ignition spark.

The magnetos were manufactured in 1991, and there was no maintenance record of any overhaul/maintenance performed on the magnetos.

Brinker Biplane – Idaho: The pilot executed a wheel landing. As the tailwheel settled onto the runway, the airplane immediately veered to the right. Despite the pilot's control and brake inputs, the airplane continued to veer to the right and exited the runway. Subsequently, the airplane came to rest in a nose low attitude adjacent to the runway surface. No anomalies could be found, however, examination of the runway revealed a black rubber transfer mark with a width corresponding to the width of the airplane's tailwheel. The mark was not linear, but had a zigzag shape consistent with the tailwheel shimmying.

Kitfox – Kentucky: A witness saw the airplane approaching his house; the airplane was about 200 feet above the trees. It made a left turn next to a creek and reversed its course. The airplane reversed its course again, and was observed above the creek coming back towards his home. He saw the fuselage swaying from left to right and as well as the airplane making a steep left turn. The left wing was perpendicular to the ground and the ground speed of the airplane appeared to be slow. The airplane continued in the steep left turn, reversed its course again, and leveled out. The wings wobbled and the nose of the airplane pitched down. The airplane collided with the ground in a nose-down attitude. One fatality.

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

NEWSLETTER



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The Newsletter of EAA Chapter 26

