

# WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XVII No. 6 ❖ June 2009

## NEXT

### MEETING:

2<sup>nd</sup> Thursday of the Month  
June 11th, 2009  
7:30 PM

## LOCATION

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

## Chapter Web Page

[www.eaa26.org](http://www.eaa26.org)

## JUNE MEETING

### Competition Aerobatics

John Coffey is the president of the Washington State Chapter of the International Aerobatic Club. He's flown a Yak-55m in competition since 2001, and has won a number of competitions in the Advanced Category.



## FUTURE EVENTS

June 6: Wally Peterson Memorial Fly-In, Chelan

June 20-21: Tonasket Fly-in

June 27: Fantasy Field Fly-In (near Chehalis)

July 8-12: Arlington Fly In

July 17-19: Northwest Biplane Fly-In, Spokane

July 24-26: Concrete Fly-In



### **TSA Issues Revised Airport Security Directive 8G**

The Transportation Security Administration (TSA) reported in an e-mail to EAA and other organizations it had issued a revision to its commercial airport Security Directive 1542-04-08F (SD-8F) that addresses one of the myriad concerns of EAA and other organizations: transient operations at affected airports. The e-mail describing the changes, now contained in SD-8G, states:

“For transient pilots, they will not be required to have airport badges or background checks from any of the non Home-Based airports they visit. Transient pilots are advised to remain in the footprint of their aircraft and to and from fixed-based operator, service provider or airport exit. Special allowance will be given to transient pilot operators in the AOA (Airport Operations Area) who are fueling or in emergency status.”

### **House FAA Reauthorization Passes, Again Without User Fees**

The House has passed the FAA Reauthorization Act of 2009 (H.R.915), which would continue funding the agency through 2012 using excise taxes on fuel and airline tickets and a general fund contribution, but no user fees. The bill would provide \$70 billion for FAA programs, including NextGen funding, between fiscal years 2009-2012.

While H.R. 915 does not impose user fees, it does include a moderate increase in taxes on GA fuel as had been agreed in the 2007 reauthorization bill. Consistent with the prior compromise not to implement user fees on general aviation operations, the bill raises taxes from 19.3 cents per gallon to 24.1 cents per gallon for aviation gas and from 21.8 cents per gallon to 35.9 cents per gallon for jet fuel used in noncommercial operations.

### **EAA, Aviation Groups Support Amendment to TSA Authorization Bill**

EAA joined five other aviation organizations in support of an amendment authored by Rep. John Mica (R-Fla.) aimed at curtailing the Transportation Security Administration’s issuance of regulations and security directives (SDs) using emergency procedures to bypass the Administrative Procedures Act (APA).

The letter to Rep. Mica says, "We have seen the TSA repeatedly use SDs to vastly expand existing requirements without consideration of the implementation challenges, operational impacts and economic burdens such mandates impose on the aviation industry."

### **EAA Says ‘No’ to Increased Ethanol Blending in Auto Fuel**

EAA is strongly opposing a petition (EPA-HQ-OAR-2009-0211) to the EPA from the ethanol producers trade group, Growth Energy, and 54 other ethanol producers to increase the percentage of ethanol that can be blended with automobile gasoline, from 10 percent to 15 percent. EAA and its members have been fighting for the right to obtain auto fuel gasoline that is free of ethanol for several years.

Several other small-engine recreational users and industries are also urging the EPA to decline the ethanol industry’s petition, including Marco Sportfishing Club; Tyson Foods, Inc.; The Poultry Federation of Arkansas, Missouri, and Oklahoma; Cape Romain Bird Observatory; Captain Pete’s Jetski Service; Kelly’s Small Engines; Smith Mountain Yacht Club, Inc.; Advanced Marine Services, and others.

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### PRESIDENT'S MESSAGE...

## Well, Hello Summer!

Geeze, 70's, 80's, even 90!?! June is here! The past few weeks we certainly have had some great weekends for recreating, aviating, and working on projects. Our recent weather should provide ample sunlight for projects like cleaning up the airplane, fixing those little annoyances, wrenching on something without your hand going numb from the cold, and looking for any gremlins lurking in the shadows under the dirt, grease, and oil. Also a good time for everyone to brush up on your flying skills, dig out the practical test guide, review emergency checklists and practice some emergency procedures. On a similar note of flying skills, June's presentation will be about Aerobatic flying. I'm sure we will all be interested to hear about Yaks and Radial engines!

*It's alive!*

Some of you have already seen pictures or videos of the first engine start on Boeing's first 787 test aircraft, ZA001, have been started. The airplane continues ground testing; performing the "Gauntlet" a set of simulated test flights on the ground. As usual, Aviation Week and FlightBlogger have quite a bit of detail about recent and upcoming testing.

*That fabulous amphibian with the funny name.*

The Gweduck continues to create a heckuva lot of attention on the web. AvWeb had an article not long after first flight. YouTube has a clip from a British aviation website, FullFlap.tv, featuring the Gweduck. Newsgroups, EAA News, Message Boards, and EAA Chapter newsletters across the country show up in the search engines. It will be interesting to see just how thick the crowd is at Arlington and Oshkosh. Keep up the good work testing!

Regarding the Young Eagles event in September mentioned last meeting that Peter Morton was organizing. Peter notified me that the Seattle Girls' School has elected to discontinue their annual Young Eagles program for eighth graders. He says they did so for a number of reasons including past difficulties with September weather arranging flights and the resulting disruption to class schedules.

Also a reminder our traditional July meeting is going to the NWEAA Fly-In at Arlington. See you there!

- Tom

## AirVenture NOTAM Online

With just two months to go until AirVenture 2009, it's time to begin preparing for that unforgettable flight to Oshkosh. The first step for any pilot planning to fly to the Oshkosh area for the event is studying FAA's Oshkosh NOTAM, which covers air traffic procedures for the period surrounding and during EAA AirVenture. THIS IS ESSENTIAL READING! While the overall procedure is similar to previous years, there are changes on 29 of the 32 NOTAM pages - so don't rely on previous years' versions or your memory to carry you through.

You can access it at:

<http://www.airventure.org/flying/notam2009.pdf>

### Renton Airport Runway Resurfacing

This summer, they are resurfacing most of Runway 15/33 at the Renton Airport. Here are some pertinent details:

- The runway will be closed 24 hours per day from Friday, July 31, 2009, at 1700 hours until Monday, August 10, 2009, at 0000 hrs to accommodate the construction.
- The taxiways will still be open, but cross runway taxiing will only be permitted at the south end of the runway.
- Check NOTAMS frequently for changes to this schedule when construction begins.

For more information, please contact Jonathan Wilson, Assistant Airport Manager at [jrwilson@rentonwa.gov](mailto:jrwilson@rentonwa.gov) or 425-430-7471.

### Auburn Taxiway Construction

Major taxiway construction began June 1 at the Auburn Airport. They are converting the two current parallel taxiways to a single, wide one.

Flights departing or arriving are advised to check NOTAM services for current taxiway closures, intersection closures, taxiway realignments and displaced thresholds.

Personnel and heavy equipment will be operating throughout the AOA (airport operations area) from 0700 until 1900 local. Pilots are expected to communicate their intentions for all movements and limit touch and goes and time spent on the runway. There will be times that back taxiing on the runway will be necessary.

There will be a large amount of earth work which will create dust and loose dirt/asphalt exposed with personnel working in close proximity.

For a diagram showing the changes, see:

<http://www.s50wa.com/taxiwaymap.pdf>

## **The Cornfield Bomber**

From <http://www.f-106deltadart.com/>

In February of 1970, three Air Force F-106 Delta Dart fighters took off from Malstrom Air Force Base in Montana for some "Air Combat Maneuvering" training (i.e., dogfighting).

Two of the pilots got into a vertical rolling scissors starting at nearly Mach 2 and at 38,000. Somehow, one of the Delta Darts stalled out and entered a flat spin.

One of the other pilots followed the spinning airplane downward, assisting the pilot through the published recovery procedures. As the plane was still out of control when it passed 15,000 feet, the pilot followed SOP and ejected.

And at THAT point, the airplane came out of the spin. Since part of the recovery procedure was to set the throttle to idle and the trim to neutral, the plane entered a very smooth glide.

The pilot landed safely in the mountains, to be rescued by snowmobile. The F-106, though, came down to a smooth landing in a cornfield.

When the county sheriff arrived on the scene, the engine was still running. He climbed upon the wing of the aircraft, engine still running and the radar still sweeping. At that point, some of the snow under the plane melted a bit and the Delta Dart started to slide! The sheriff got off the plane post-haste. He called the base, and was told to just let it run out of fuel.

The plane appeared ready to fly, but when they lifted it, they found that some equipment had exited the bottom of the plane and tore the weapons-bay doors in the belly. An Air Force team recovered the aircraft and eventually returned it to flight status. In 1987, it was placed in the Air Force Museum at Wright-Patterson AFB, and that's where it sits today....



**The Cornfield Bomber**



*The "Cornfield Bomber" today (Marty McGuire Photo)*

# ShopSheet

By Ron Wanttaja

# Hardware

		To Fit AN3 (3/16") Bolt	To Fit AN4 (1/4") Bolt	To Fit AN6 (3/8") Bolt
Elastic Stop Nut (Std)		AN365-1032A	AN365-428A	AN365-624A
Elastic Stop Nut (Shear)		AN364-1032A	AN364-428A	AN364-624A
Metal Stop Nut		AN363-1032	AN363-428	AN363-624
Castle Nut (Std)		AN310-3	AN310-4	AN310-6
Castle Nut (Shear)		AN320-3	AN320-4	AN320-6
Washer (Std)		AN960-10	AN960-416	AN960-616
Washer (Thin)		AN960-10L	AN960-416L	AN960-616L
Washer (Wide)		AN970-3	AN970-4	AN970-6
Cotter Pin		AN380-2-2	AN380-2-2	AN380-3-3

## On the Wreckord

### Recent Homebuilt Accidents from the NTSB Web Page

Kitfox - Colorado: When the pilot was taking off on his first solo flight in the recently purchased airplane, the electrically operated propeller started to increase pitch. The pilot tried to decrease the pitch, but each time he released the control-stick-mounted propeller button, the propeller pitch would increase. After the prop went to a high pitch angle and the engine started to run "rough," the pilot elected to conduct a forced landing and turn back to the runway.

A Certified Flight Instructor (CFI), who flew with the accident pilot on two previous flights, reported that the propeller controls for pitch are two buttons on the top end of the control stick (one to increase and the other to decrease pitch). He added that it was easy to inadvertently touch and to confuse which button increased and which button decreased propeller pitch. .

RV-6 - Washington: The pilot was landing at a private airstrip in windy conditions. He landed with a 20 knot tailwind and was unable to stop before the end of the 1,100 foot runway. The airplane continued beyond the end of the runway and collided with a ditch.

Ridge Runner - Oregon: The pilot had recently purchased the airplane. He first performed taxi tests and then began taking off, climbing to about 10 feet above the ground, reducing power and landing back on the runway. The pilot completed a few of these runs and then taxied back onto the runway for another run. He advanced the throttle and noted that the tachometer only went to 4,000 rpm. The airplane lifted off the runway and climbed to about 150 feet above the ground. The pilot said it would not "climb

higher or speed up." The airspeed was reading about 45 to 50 knots. The pilot started looking for a place to land and seeing obstacles ahead and to the left, he executed a shallow right turn back towards the airfield. The airplane stalled without notice and the pilot was not able to recover prior to ground impact. Following the accident, the propeller was found to be in "high pitch preventing the engine from turning up to more than 4,000 rpm, limiting the horsepower."

Harmon Rocket - Florida: The pilot performed a preflight inspection of the airplane and reported observing a "skim amount of fuel" in the right fuel tank, while the left tank contained an estimated three inches greater quantity of fuel. He elected to depart with the fuel selector positioned to the *right* fuel tank. During the downwind leg the engine lost power. Before ground contact he switched the fuel selector to the left tank position but this did not restore engine power.

According to an individual who helped recover the airplane, the right fuel tank was empty, and the left fuel tank contained approximately 15 gallons.

Spezio Tuholer - Pennsylvania: With the airplane level about 1,000 feet above the ground, the pilot added carburetor heat. The engine immediately began to run roughly, so the pilot attempted to add power, and the engine quit. The pilot performed an engine-out approach to the eastbound lanes off the turnpike below. As he flared the airplane, the pilot suddenly saw that he was approaching the back of a moving tractor trailer. The airplane impacted the rear of the trailer before dropping 5 to 10 feet to the ground.

Four to five gallons of fuel onboard the airplane, and the carburetor heat had functioned well during the engine run-up.

## ***Marketplace***

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

