

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume IX No. 6 ❖ June 2011

NEXT MEETING:

2nd Thursday of the Month
June 9th, 2011
7:30 PM

LOCATION

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

Chapter Web Page

www.eaa26.org

JUNE MEETING

Program for June 2011:

Ron Borovec will be presenting his program on Homebuilt Roadable Aircraft or TBD

(This from News from EAA National: **New Roadable Aircraft Folding wing design features sliding motorcycle engine**

When landscape architect Rick Johnson, EAA 343934, of Palm City, Florida, was looking for a deeper aircraft building challenge, he thought, "Why not build a roadable aircraft?" The result is the merger of an Avid Magnum with a Suzuki motorcycle that is street legal, yet flies through the air. This "airplane-first" powered-wheel design is similar to the Glastar Sportsman we saw at Oshkosh last year, but Rick's design came well before that one; he spent the last eight years and 10,000 hours building it.

[Read more and watch the video](#) | [View photo gallery](#))



FUTURE EVENTS

Jun 19, 2011 **Bellingham Fly-In**
Bellingham, WA

June 19, 2011 --**The Museum of Flight** will be filled with family activities in celebration of Father's Day, June 19. Admission is free for all fathers with a coupon available at Dunn Lumber retail outlets, or online at www.dunnlumber.com

Jun 25, 2011 **Fantasy Field Fly-In** Chehalis, WA,

July 6-10: **Arlington Fly-In**,
Arlington, WA

July 25-31: **EAA Air Venture**
Oshkosh, WI

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PRESIDENT'S MESSAGE...

Summer is almost here and the fly-in season has already started. Arlington and Oshkosh will both happen next month. As I am sure you all know, the Arlington Fly-In will be July 6-10 this year. Barely a month away. And AirVenture Oshkosh will be July 25–31.

As per usual, Chapter 26 will not have a Chapter meeting in July; rather we celebrate aviation at the Arlington Fly-In or your favorite fly-in. But we do meet this month, June. So come join with us this Thursday at Opportunity Skyway, Boeing Field, June 9th.

When we meet in August, you will be the program. Look for the things that interest you at fly-ins these next few months and take pictures. The August program will be your chance to share the pictures, airplanes and happenings that interested you. So go forth, experience aviation to the fullest and come back in August prepared to share.

I stopped in to see Tracy Hach's project visit at Harvey field last month. Tracy has done a really nice job of building the Banty. The wood workmanship is just excellent. He has made it into much more of an airplane than Mike Kimbrel intended.

Changing the subject, you get no prize for guessing what I find irritating about mainline general aviation. I keep returning to it like a scratched record. The high price of new airplanes really bugs me. It shouldn't, I suppose. I have no interest in buying a new one. Though I could afford a couple of new 172s, but only if I intended to work for the rest of my life rather than retiring.

What set me to thinking about this was a rather effective ad for the AOPA insurance agency. This ad for renter's insurance pictured a Cessna Skylane and prices to repair many different pieces of the airplane. Granted, the Skylane is a lot more airplane than the 172. Yes, certificated airplane parts are expensive and A&P mechanics don't work for nothing. Here are some typical prices, rounded to the nearest thousand \$: vertical fin - \$20K, engine cowling - \$6K, engine - \$86K, propeller - \$13K, horizontal stabilizer - \$16K, aileron - \$6K, and so it goes.

Such choices, a Skylane vertical fin or a complete homebuilt airplane, just add labor. Of course, a Fly Baby is not going to take a family of four on a long cross-country trip. A twenty or thirty year old 182 would be a much better bet for that. But there are a lot of nice affordable homebuilts, like the Fly Baby, which will get you in the air, safely if not quickly. And there is always the experimental advantage of a much more advanced aircraft, if that's your thing. Your dollars, your time, your choice.

Anyway, come to the meeting and talk about whatever interests you.
Ron Borovec

"World's Largest Flying Airship Coming to Oshkosh Flights available on Zeppelin NT *Farmers Airship* The *Farmers Airship*, a Zeppelin NT that's been flying in California the past three years, is coming to AirVenture Oshkosh 2011. (Photo courtesy of Roger Cain/Airship Ventures) The airship will offer sightseeing flights and its gondola can accommodate up to 12 passengers. (Photo courtesy of Big Moving Pictures/Airship Ventures) The largest flying airship in the world - the *Farmers Airship*, a Zeppelin NT owned and operated by Airship Ventures - is headed to EAA AirVenture Oshkosh 2011, where it will offer 45-minute scenic flights over the AirVenture grounds and WinnebagoLand for purchase.

Airship Ventures, based at Silicon Valley's Moffett Field in California, is touring the *Farmers Airship* throughout the country this summer for the first time, in partnership with Farmers Insurance. Flying since 2001, Zeppelin NTs have carried more than 80,000 passengers. The *Farmers Airship* is the fourth and most recent Zeppelin NT to be built and has been offering scenic "flightseeing" tours over California since 2008.

"Crossing the country with our partners Farmers Insurance we've brought the joy of the Zeppelin experience to dozens of communities and events, but I am not sure we've ever experienced one quite like AirVenture," said Alexandra Hall, Airship Ventures CEO. "We're thrilled to be bringing the first Zeppelin to sail the U.S. skies in more than 70 years to Oshkosh and celebrate aviation alongside so many enthusiasts and fans."

At 246 feet in length, the airship is 15 feet longer than a standard Boeing 747, and 50 feet longer than the largest blimp currently operating. The gondola accommodates one pilot, one flight attendant, and up to 12 passengers, with luxury features including huge panoramic windows, onboard restroom with window, and a 180-degree rear observation window.

"No matter how many times you've been to AirVenture, there is always something new to see and experience," said Tom Poberezny, EAA and AirVenture chairman. "We are delighted to welcome Airship Ventures and the *Farmers Airship* to the one place in the world where all forms of aviation come together."



With a top speed of 77 mph and maximum flight range of 500 nautical miles, the Zeppelin NT is able to land, exchange passengers, and take off again in under five minutes - all within a 600-foot-diameter landing area. The ship's maneuverability is due in large part to its innovative propulsion system, utilizing three 200-hp, variable-pitch, vectoring engines manufactured by Lycoming. Able to work independently of each other, two engines are mounted on the side of the hull, with the third mounted at the rear - powering two propellers, one for lift and one for thrust.

The engines are mounted to a light yet rigid framework, composed of triangular carbon-fiber frames, and three aluminum lengthwise beams braced by polymer cables. This distinguishes a Zeppelin from "blimps," which maintain their shape entirely due to the internal pressure from contained lifting gas.

Like blimps, the Zeppelin NT uses non-flammable helium for lift, contained in a tear-proof outer envelope composed of high-strength multi-layer fabric - manufactured by ILC Dover, the same company that creates the fabric for NASA space suits.

The *Farmers Airship* will be based at Pioneer Airport during AirVenture. Public tours aboard the *Farmers Airship* will be offered for \$399/person July 22-31; tour duration is 45 minutes. To purchase tickets in advance, call 650-969-8100 ext. 111, or [order via e-mail](#).

Link from Frank Bryant: Subject: COOL link!!!

<http://fun.mivzakon.co.il/video/israel/10460/áî÷áí 4 áòâîí.html>

GA Avgas Coalition: Threatened Lawsuit Over Avgas Ignores Extensive Efforts Underway or Already Completed

May 27, 2011 —A threatened lawsuit by the environmental group Friends of the Earth against the Environmental Protection Agency (EPA) would pit the as-yet unquantified hazards of lead from aviation gasoline (avgas) against the known safety risk to pilots and passengers of removing lead used in piston-powered (non-turbine) aircraft fuel. The threatened suit, alleging inaction on the part of the agency, would ignore extensive work underway or done by the EPA, the Federal Aviation Administration (FAA), the GA industry, and the fuels industry.

The General Aviation Avgas Coalition, made up of aviation and petroleum industry organizations, anticipated this development even while hoping to avoid it. The threatened lawsuit would ask a court to compel EPA to respond to a 2006 petition submitted by Friends of the Earth. That petition asks EPA to make a so-called “endangerment” finding for leaded avgas. Such a finding would trigger a multi-step regulatory process that could reduce or eliminate tetraethyl lead from avgas - a regulatory process that will take years and must consider aircraft safety. In any event, EPA is already an active participant in regulatory efforts aimed at developing a safe alternative to leaded avgas.

Simply put, lead remains in avgas to keep the people aboard piston-engine aircraft safe - it keeps those engines from ripping themselves apart in flight. Despite some 40 years of research since the passage of the Clean Air Act, no safe alternative has been identified. But the industry continues working toward an unleaded future.

Early this year, acting on a request from the GA Avgas Coalition, the FAA - the agency with responsibility for the certification and continued safety of GA aircraft - established the Unleaded Avgas Transition Aviation Rulemaking Committee (UAT ARC). The ARC is a joint government/industry committee tasked with identifying key issues relating to and providing recommendations for the development and deployment of an unleaded avgas. The Friends of the Earth were invited to participate on the ARC to be a part of the effort to work towards an unleaded future, but chose not to participate. EPA, in addition to being an active participant in the ARC, has taken a number of actions.

Last year, the agency issued an Advance Notice of Proposed Rulemaking (ANPR), acknowledging the need for more information about the issue and asking a series of pertinent questions, to which the industry filed substantial comments. In 2008, the EPA lowered the National Ambient Air Quality Standards for lead by a factor of 10. In a subsequent notice, the EPA also established new criteria for lead monitoring and added a requirement for specific monitoring at 15 airports. The EPA also has recently begun a process to review the recently revised National Ambient Air Quality Standards for lead. Shortly after the passage of the Clean Air Act in 1970, the industry as a whole took a significant step, reducing lead emissions by 50 percent by moving to a low-lead fuel. Now, as an interim step toward an unleaded fuel, the industry is developing a very-low-lead standard that would further reduce the already small amount of lead remaining in the fuel by an additional 20 percent. Meanwhile, at least two companies - both of which are members of and participating in the UAT ARC - are continuing to make progress testing and evaluating unleaded fuels that may work as a replacement.

The Friends of the Earth filing notes that some argue in favor of using unleaded automotive gasoline instead of avgas. Automotive gasoline is approved for use in only a portion of the GA fleet and faces a number of significant issues. These issues include, but are not limited to, the economic challenge of developing a second fuel infrastructure to serve a limited market and the growing difficulty of finding fuel not blended with ethanol. Congress has mandated the blending of renewable fuels such as ethanol into automotive gasoline. Given the mandated volume of renewable fuels that must be used and the amount of automotive gasoline American drivers consumed last year, virtually all automotive gasoline produced must be blended. And Congress has shown no interest in creating a niche for unblended automotive gas.

While the notice by the Friends of the Earth asks the EPA to begin a process that may result in establishing lead emission standards for avgas, GA pilots should rest assured that any new standards are years away from implementation and do not affect current or near-term availability of avgas. Further, the GA Avgas Coalition continues to support the efforts of the FAA’s Unleaded Avgas Transition ARC. With the participation of the FAA, EPA, petroleum industry, engine and airframe manufacturers, fuel developers, and consumer representatives, this remains the right path to finding an unleaded solution that is technically and economically feasible while maintaining the safety and utility of the GA fleet.

Martin Jetpack Reaches 5,000 Feet in Latest Test Flight

June 2, 2011 —Martin Aircraft Company, maker of the Martin Jetpack, announced a record-breaking test flight that occurred May 21 in New Zealand, where the prototype unit rose to an altitude of 5,000 feet MSL, remote-controlled, using a weighted dummy to simulate a pilot's weight. The jetpack lifted into the sky at a climb rate of 800 feet per minute, eclipsing the previous best rate of 100 feet per minute, then deployed its ballistic jetpack parachute and floated to the ground. At nine minutes, 46 seconds, it was the longest flight so far. [Click here](#) to see a report about the flight from TVNZ's *Sunday* program.

The Christchurch-based company, which debuted the jetpack three years ago at EAA AirVenture Oshkosh 2008, called the flight a major step toward commercial production of the world's first practical jetpack. "This successful test brings the future another step closer," inventor Glenn Martin said.

The flight is part of an intensive flight-testing period as the company prepares to make first deliveries of both manned and unmanned versions to key customers within the next 18 months. First customers are expected to be in the military and emergency response sectors around the world.

Martin claims the jetpack has the ability to fly for half an hour or more, climb more than 1,000 feet per minute, and cruise at 100 kilometers per hour (62 mph).



Final Mission Accomplished for *Endeavour*

June 1, 2011 — "Welcome home, *Endeavour*." With that greeting from mission control, space shuttle *Endeavour* concluded its 25th and final mission early Wednesday morning with a perfect landing at NASA's Kennedy Space Center in Florida following the 6.5 million-mile, 16-day STS-134 mission to the International Space Station. *Endeavour* - the youngest of NASA's space shuttle fleet – flew a total of 122,883,151 miles since 1992, spent 299 days in space, and orbited Earth 4,671 times. Meanwhile, *Atlantis* is at the launch pad getting ready for STS-135 - the final flight of the shuttle program, planned to launch July 8. STS-134, under command of Mark Kelly, delivered the Alpha Magnetic Spectrometer-2 (AMS) and the Express Logistics Carrier-3, a platform carrying spare parts that will sustain space station operations once the shuttles are retired from service. STS-134 astronauts performed four spacewalks - the last scheduled by shuttle crew members - and brought the final number of shuttle excursions to 164. During 159 spacewalks, astronauts and cosmonauts have spent a total of 1,002 hours, 37 minutes outside.

Another record was set by mission specialist Mike Fincke: most time spent in space by a U.S. astronaut - 382 days.

The public is invited to attend a 4 p.m. CDT welcome ceremony for the astronauts on Thursday, June 2, at Ellington Field's NASA Hangar 990 in Houston. Gates open at 3:30 p.m.

"We are very proud of *Endeavour*'s legacy, and this penultimate flight of the space shuttle program once again demonstrated the amazing skill and dedication of our astronauts and the entire workforce," said NASA Administrator Charles Bolden. "As we begin the transition from the shuttle program to the commercial transportation of our crews and cargo, our ability to tackle big challenges remains steadfast and will ensure that NASA reaches even more destinations farther in the solar system."



On the Wreckord

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

Wag-Aero Sportsman - Minnesota: The pilot had flown for approximately 1.5 hours before returning to his airport for landing. Prior to landing, the pilot became distracted by another aircraft within the vicinity of the airport and he forgot to switch to "both" tanks on the fuel selector. During the landing, the airplane bounced and the pilot executed a go-around. While executing the go-around the engine lost power. The pilot attempted to land on the remaining runway; however, the airplane touched down in a field and the left main landing gear collapsed. The pilot reported that he forgot to switch fuel tanks during the flight and that was the reason the engine lost power.

RV-6 - Wisconsin: While cruising at 2,900 feet, the pilot advanced the throttle and heard a "pop" from the engine. The engine lost total power and the propeller stopped. The pilot's engine restart was unsuccessful, and he attempted to land at the nearest airport. The airplane landed short of the airport runway in a muddy field. During the landing, the nose landing gear collapsed and the airplane nosed over. Detailed examination of the airframe and engine revealed that a 7.5 amp ignition fuse, located in the empennage of the airplane, had failed during the flight, which resulted in the loss of ignition and the inability to restart the engine. The pilot stated that he was unaware of this fuse in the ignition system.

RV-9 - Virginia: Shortly after takeoff, the engine experienced a momentary sudden reduction in rpm. The pilot elected to return to his home airport and while en route the engine experienced additional sudden and intermittent power reductions. The pilot was able to restore power either by applying full throttle or the application of carburetor heat. With the airplane approximately 2.5 miles from his home airport, the engine rpm decreased again and the pilot applied carburetor heat without any affect. The engine ceased producing power completely and the pilot elected to attempt to lose altitude and perform a forced landing to the runway. The pilot overshot the runway and the airplane touched down in the grass past the runway surface and nosed over. A post accident examination of the airplane and engine did not reveal any mechanical malfunctions that would have resulted in a loss of engine power. Review of a carburetor icing envelope chart revealed that the reported temperature and dew point at the time of the accident was within the "serious icing" at glide power area of the chart.

Kitfox - Minnesota: The accident occurred during the first flight since the experimental amateur-built airplane had been repaired from a previous accident. After departure the pilot performed two landings without incident. On the third landing attempt, the in-flight electrically adjustable propeller went into a low/flat pitch while the airplane was on an extended final approach. The airplane lost forward thrust as result of the flat propeller blade pitch and landed short of the turf runway. The airplane subsequently nosed-over and came to rest inverted. The pilot reported that there were no pre-impact mechanical malfunctions or failures that would have precluded normal operation of the airplane. He stated that the flat propeller pitch may have been inadvertently set during flight when he mistakenly depressed the propeller pitch selector instead of the intended push-to-talk button. Both buttons were collocated on the control stick.

Tango - Florida: The pilot descended to 1,000 feet mean sea level and attempted to increase the engine power. The engine did not respond and the pilot realized that the airplane would not be able to make it to the closest airport. He elected to perform a forced landing on a road. An automobile pulled out on the road and the pilot had to extend the airplane's glide. The airplane collided with mangrove trees and came to rest off the side of the road.

The airplane was configured with one magneto installed on the left side of the engine and an experimental electronic ignition system installed on the right side. An electronic module was installed on the magneto pad and connected to two high-tension spark coils mounted on top of the engine, which fired the upper spark plugs. A wiring harness connected the module to the airframe electrical system and the spark coils. The harness was connected to the module with a "D" plug, which was held in place with two screws. The plug was found disconnected from the module and hanging loose. This likely resulted in the complete loss of power to the right ignition system, causing a partial loss of engine power as reported by the pilot.

Tailwind - Iowa: The pilot stated that during takeoff the airplane did not have sufficient speed and did not feel right at a point where the airplane should have lifted off. He then attempted to abort the takeoff, but the airplane overran the runway and nosed over. The pilot did not have a pilot certificate and his last airman medical was dated over ten years earlier. The pilot did not have a pilot logbook nor any record of training, currency, or proficiency. Inspection of the airplane revealed that it was over gross weight at the time of the accident.

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



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The Newsletter of EAA Chapter 26

