

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XVI No. 3 ❖ Mar 2008

NEXT MEETING:

2nd Thursday of the Month
March 13th, 2008
7:30 PM

LOCATION

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

Chapter Web Page

www.eaa26.org

MARCH MEETING

LSA – Everything You Wanted to Know

Dave Wheeler, from Northwest Aviation Center at Paine Field will talk about the Light Sport Aircraft category. His company is a dealer for the Sting Sport, one of the first Special LSAs to reach the market after the category was approved.



FUTURE EVENTS

Mar 15: Saturday
Night Movies at
Harvey Field:
“Mosquito
Squadron”
Hangar 15, 6:30
PM

Apr 5 -Hops and
Props Museum of
Flight, 7-10pm

Apr 8-13—Sun 'n Fun
Fly-In

May 16-17—Sportair
Workshops “RV
Construction”,
Arlington

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PRESIDENT'S MESSAGE...

First Flights, Projects, and Resurrecting the Yahoo Group

Anyone who has checked out our webpage (www.eaa26.org) has noticed the First Flight picture of the Gweduck that that Ben Ellison and his group, including Ross Mahon, have been constructing for the past several years (or decades). It has since completed other high speed water taxi tests, with some spectacular videos on [Youtube](http://www.youtube.com). However, it's back in the shop for some structural mods after an exciting event during the last "water vibration test."

Bob Dempster has been securing additional space for the Seattle World Cruiser project. One wing panel will be moving to Boeing's Plant 2, the other wing panel to the Quonset Hut at Renton. More room was required to continue construction of the *Seattle II*. Coming in the next few weeks, a Liberty V-12.

Bob and Diane have also been putting a lot of effort into fundraising. They will be hosting a Gala Dinner – Dance - Auction Fundraiser at the Museum Of Flight on April 6, 2008. The Fuselage will be on display, as well as a Rickenbacker car, a 7-piece band will be playing. Most of the 100 Tickets are still available (\$125) For Tickets; call Diane 206-257-9143. www.seattleworldcruiser.org

Not new to the web, the Chapter 26 Yahoo Group. The group was originally created in the March 2006 to help with collecting items for the chapter's 50th anniversary. Recently updated/resurrected, it exists to facilitate communication between chapter members and members to shotgun out messages, event notices, and other interesting info or links to the rest of the Chapter. <http://groups.yahoo.com/group/ea26>.

It's a restricted (Chapter membership required) group so we don't get any crazy outsiders spamming chapter members. You can set up your account to receive individual e-mails when other members post messages, group messages for the day into a daily digest, or elect to receive only special notices marked by a moderator.

Tom





EAA BIDS FOND FAREWELL TO BOB WARNER

Bob Warner, a familiar face to many EAAers, marked his last days as an EAA employee after 16 years with the organization. Bob has worn many different managerial hats during his tenure on staff at EAA. He came on board to lead EAA's government affairs efforts and advanced to a vice president position where he shepherded member and chapter relations.

"It's been great to be a part of EAA and the evolution of how we facilitate serving our members," Bob said. "I am always amazed at the strength, conviction, and passion our members and volunteers have. Everyone has the spirit of the organization, and that has truly been the joy of it all."

FAA ISSUES FINAL RULE ON AIRMAN CERTIFICATE REQUIREMENTS

The FAA has issued a final rule that will require all pilots to replace their paper airmen certificate with a counterfeit-resistant plastic certificate by March 31, 2010. After that date paper pilot certificates may no longer be used to exercise piloting privileges. Three years after this date, certain other paper airmen certificates, such as those for flight engineers and mechanics, may no longer be used to exercise the privileges authorized by those certificates. These changes are in response to concerns raised in the FAA Drug Enforcement Assistance Act. The purpose of this rule is to upgrade the quality of data and documents to assist federal, state, and local agencies to enforce the nation's drug laws.

EAA has supported changes to more secure and counterfeit-proof certificates consistently since September 11, 2001.

EAA'S NEW ONLINE CALENDAR OF EVENTS DESIGNED WITH THE PILOT IN MIND

There is now one comprehensive listing of aviation activities that is designed with the pilot in mind: EAA's new online calendar of events - the world's largest - featuring more than 1,000 events from throughout the aviation community. This calendar, open to all aviation events and available at www.eaa.org/calendar, features everything from EAA chapter meetings, pancake breakfasts and Young Eagles rallies, to local fly-ins, safety seminars and airport open houses.

Give it a try today at <http://www.eaa.org/calendar>.

FAA PLACES MORATORIUM ON NEW ADDITIONS TO THE 51% APPROVED LIST

The FAA has issued the final report of the Aviation Rulemaking Committee (ARC) that it appointed more than 18 months ago to investigate and make recommendations regarding the interpretation and enforcement of the amateur-building "51 percent Rule." Concurrently, the FAA also placed a moratorium on its customary practice of providing to aircraft kit manufacturers and builders courtesy evaluations of new kits' compliance with the 51 percent requirement.

The moratorium means FAA has temporarily suspended amateur-built aircraft kit evaluations. No new kits will appear on the "51 percent approved list" until the FAA has completed its new process revision for determining the major portion (51 percent). EAA estimates that notice will be published in the April-May time frame.

Note that this does not affect kits currently on the market; just the approval for new kits.

Auto Fuel Discontinued at Arlington

We have received word that auto fuel is no longer available at the pumps at Arlington airport, apparently due to liability concerns and the threat of ethanol in the auto fuel supply.

EAA CHAPTER 26 - MEMBERSHIP INFO

- 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)

Scenes from our February Meeting



The Swages of Sin

Swaging Nicopress sleeves is a basic operation of building just about any aircraft. The ends of the cable are pushed through the copper sleeve, then the tool compresses it into the cable. Most builders know that different size sleeves must be compressed a certain number of times. AC 43.13, the homebuilder's bible, calls for one compression for sleeves for a cable size of 3/32 inch or less. Other references repeat the same information.

However, there's more to it than that: For these smaller cable sizes, the tool must swage most of the length of the sleeve in a single compression. For 3/32-inch cable sleeves, this minimum swage length should be about 7/16 inch.

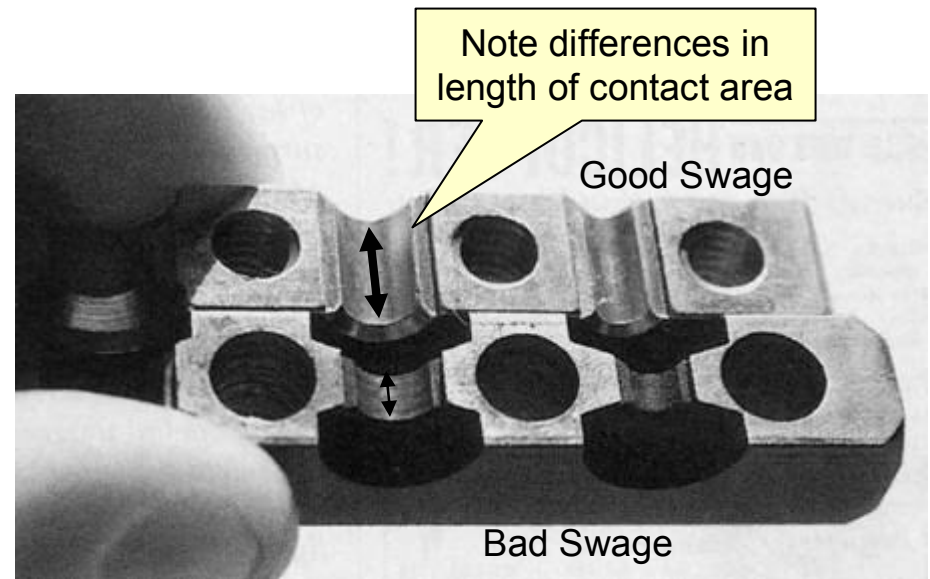
I once bought a small hand swage from a local aviation supplier. It compresses less than half the required length for 3/32 -inch cable sleeves and does even worse with 1/16-inch cable.

This is a significant safety hazard. Every source tells builders that 3/32-inch and 1/16-inch cable sleeves require only one press, yet this tool will not make a safe connection on this basis. If a builder insists on using this swage, he or she must make three compressions, just like those required on 1/8-inch cable.

The offending tool has a painted matte black finish. The easiest way to tell if the swaging surface is too short is to place a 1/8-inch or 3/32-inch sleeve in the proper hole. If it sticks out more than a tiny bit on either side of the swaging surfaces, multiple compressions will be required.

You're better off buying a unit that features longer swaging surfaces. I replaced the bad tool with the S&F Tool Company's Swage-It Hand Swager, which compresses the full length of the sleeve. It's cadmium plated rather than matte black. With this unit, 1/16-inch and 3/32-inch cable sleeves can be safely swaged with only one compression.

Ironically, the bad tool was bought from an aircraft supply store on a major airport, while its replacement came from a homebuilder's supply company and cost only \$1 more. Perhaps the black swage had been designed for some prosaic ground use and found itself in the aviation market by accident. In any case, hand swages that meet aviation needs can be found at a near-identical price. Pick the right one and you'll build a safer plane.



Marketplace

For sale: 1958 Colonial Skimmer Lake amphibian - precursor to the famous Lake LA-4 and Lake Buccaneer amphibious airplane series. Though type certificated, this particular Skimmer is in the experimental category. The engine has low time. The radio panel is adequate but minimal. The main gear wheel hubs, nose gear strut and all hydraulics have been totally overhauled, The plane is intact and has all ADs complied with (I think). The owners estimates that it will take between 8k and 20k to make the plane properly airworthy.

The airplane itself is a very economical three place machine. It has excellent performance and burns about nine gallons/hour at 65-70 percent cruise power. It is actually a rather rare bird ... one of only a handful still in flyable or restorable condition. There is a lot more information about this plane, other Skimmers and the owner's experiences flying it at: <http://www.reputableman.com/> . Asking \$36,500 Craig... 206-498-9447

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. They work well on 5 inch wheels, but give a larger tire size for unimproved runways. Great for your RV or T-18! \$125 for the set. Ross Mahon 206.550.9526 or Rossair@aol.com

Zenair 601 HDS Project for sale: Firewall back, including fairings, LR fuel tanks, and lights. Price negotiable. Terry Wilson, 206 522-4006.

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

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.

Airpark Home Seattle / Port Orchard. Vaughan's Airpark. Charming 3br. 2-1/4ba. Country Farmhouse style home with wrap around verandah & upgrades, on 2.47 acres with loafing shed and cross fencing for horse. Perimeter security fence. Attached kitplane - taildragger hangar / workshop / garage. Quiet location near Seattle ferry. \$410,000 -obo. <http://mysite.verizon.net/resun6v1> (253) 857-4330 after 6PM or lv. msg .

On the Wreckord

Recent Homebuilt Accidents from the NTSB Web Page

Glstar - California: When landing at a Fly-In, the pilot of a Piper PA-28 heard a thump and then saw a Glstar climb out from below his airplane. The Glstar pilot attempted to go around the landing pattern and land at Sonoma. However, due to control difficulties, the Glstar pilot flew to Napa County Airport, Napa, California, where he landed uneventfully. No injuries.

Genesis - Maryland: The pilot was conducting the first test flight in the airplane. He reported that during the initial climb, the engine's exhaust gas temperature readings were "redlined;" however, he considered the airplane's angle of attack normal for the climb. Shortly thereafter, at an altitude of 400 to 500 feet, the airplane rolled sharply to the left. The pilot momentarily regained control, before losing control again, with the airplane pointed straight down, toward the ground. The airplane was equipped with a parachute system, which was successfully deployed by the pilot.

Jabiru J400 – California: The airplane touched down approximately halfway down the runway. The pilot applied full brakes, however, approximately three quarters the way down the runway, the brakes failed and the airplane overran the runway. After exiting the runway, the airplane collided with a concrete ditch and skidded down a 35-foot embankment.

Glstar – California: The tailwheel-equipped airplane bounced on the runway during the first two attempted landings, whereupon the pilot applied engine power and performed go-arounds. He lost directional control of the airplane during the third attempted landing. While attempting to regain control he applied full engine power

and overcorrected while manipulating the flight controls. His efforts at regaining control were not successful. The airplane exited the runway and went into a ditch. The airplane's right wing and engine separated from the fuselage.

The pilot reported that his experience flying the accident model of airplane was about 3 hours. The pilot acknowledged that he did not have a logbook endorsement to fly tail wheel equipped airplanes. He stated to the Safety Board investigator that the accident was "just my fault."

Titan Tornado – Wyoming: Aircraft was in cruise flight when it lost engine power. The pilot performed a forced landing to a snow covered field. During the landing both main landing gear separated. The right aileron was buckled and a rib in the right wing tip was bent. The pilot suspected the carburetor ingested ice and that resulted in the loss of engine power. The temperature was 10° F and the dewpoint was 2° F.

Zenair Zodiac 601XL – California: Preflight was normal, and the run-up was good. On the takeoff roll, all of the gauges were in the green. Pilot rotated the airplane at 65 miles per hour (mph), and established a normal climb rate to about 200 feet above ground level (agl), when the engine lost power and quit. The pilot stated that he activated the auxiliary fuel pump, and tried unsuccessfully to restart the engine.

The pilot banked the airplane to the left about 30-degrees and selected a landing site, while maintaining 75 mph. About 2 feet above the ground he flared for landing; however the airplane was still in a left bank about 10 degrees and the left main landing gear touched down on slightly up sloping soft terrain. About 50 feet from the initial touch down, the nose landing gear touched down and dug into the soft dirt; it separated at the strut.