

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XVIII No. 3 ❖ Mar. 2010

NEXT MEETING:

2nd Thursday of the Month
March 11th, 2010
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

Dave Nason is giving a presentation of his trip to Oshkosh. It will include pictures and commentary of planes he saw at the Fly-in.

FUTURE EVENTS

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



Below is a message I received from Headquarters. I was very encouraged to know that Paul is reviewing what we are doing along with the many other EAA chapters and asking for specific input concerning the activities of the EAA.

Tracy Hach, EAA Chapter 26 Newsletter Editor

Dear Tracy,

I read with interest EAA Chapter 26's newsletter regarding Ron Borovec. It warms my heart when I read that he's been a member for 45 years. Gosh, to me that seems like yesterday. I enjoyed his message and hopefully you'll pass that onto him.

My very best to the chapter and I am including a note relative to gaining the members' opinions on EAA's logo.

Our best to you.

Sincerely,
Paul H. Poberezny
Founder
EAA
email: ppoberezny@eaa.org

February 24, 2010

Dear Chapter President and Officers:

I don't know how many Chapter newsletters I have read since the beginning of Chapter One (Riverside, CA) some 57 years ago, but it has been many thousands and I feel proud that I've been a part of sharing the love of aviation and its many activities with so many. Thank you so much for keeping me informed of your Chapter's various activities.

EAA has grown and touched many lives throughout our country and the world for the better. The many Chapter presidents and directors with varied interests or philosophy regarding our EAA organization has made EAA a "solid" movement.

I need your opinion on a matter that I'm often approached regarding EAA's logo. Many would like to see the return of the original "round" logo which has long been recognized by many members and non-members. As a leader of a movement that gave life and spirit to a precious part of aviation, the questions arise as to keeping the existing logo, creating a new one or utilizing the original "round" logo.

I am pleased to say that I was the only EAA officer at the Board meeting some years ago who did not vote in favor of the current logo being used. So, at this time, the question comes up as to what logo best suits our organization and its members – the current logo, the original round logo or perhaps a newly created logo? I will bring your thoughts and wishes forward to the EAA Board. **Feel free to contact me personally with your thoughts on the logo by dropping me a letter in the mail (attention: P. Poberezny; please mark envelope "personal"), or e-mail: ppoberezny@eaa.org.**

Thank you for your continued support of EAA and for being a part of my life. I look forward to hearing your thoughts on EAA's logo.

Sincerely,
Paul H. Poberezny
Founder
Experimental Aircraft Association
E-mail: ppoberezny@eaa.org

Crash May Bring GA Scrutiny EAA monitoring reaction to Texas crash

February 18, 2010 — As Federal and local officials continue to piece together background and details regarding Thursday's aircraft crash into an office building in Austin, Texas, EAA is monitoring political, government and media reaction to the incident.

"We're deeply saddened by this incident, which was clearly the result of the actions of a disturbed individual," said Doug Macnair, EAA vice president of government relations. EAA expresses sincere condolences to those who were injured and their families.

Click to read: [Reflections on Austin, by Tom Poberezny, EAA Chairman/President](http://www.eaa.org/news/2010/2010-02-19_reflections.asp) at: http://www.eaa.org/news/2010/2010-02-19_reflections.asp

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PRESIDENT'S MESSAGE...

Our February 2010 meeting included a great presentation by Mat Lum. He built a Kitfox, which he now flies on floats and wheels, and is in the process of building a Cozy. He included a demonstration of cutting foam with a hot wire. As just a teaser, Matt added in a brief presentation of his other aviation sport, paragliding.

Like many of you, I went to the Washington Aviation Conference and Trade Show last month in Puyallup. There was a lot of general aviation stuff, and some things that interested me as a builder. I thought the beat up and uncovered bones of the Waco primary glider were interesting. There was an FBO of Light Sport and ultralight trikes that were very close to experimental. And several sailplanes.

EAA Chapter 326 from Puyallup had a good display with many of their members on hand to meet, greet and answer questions. For eye appeal they also had a sharp Bearcat homebuilt fuselage.

I stopped and had an interesting chat with them. A real eye opener for me. When they found out I was from Seattle and Chapter 26, their response was: "the big Chapter." I was very sure they did not have the relative numbers right. Big time, unfortunately. Turns out, Puyallup has a population of about 36,000 to draw from and has 80 to 110 members. Depends on the time of year of course. We, the Seattle Chapter, with a Seattle population of 600,000, have 30 to 45 members.

The more I thought about it the more curious it became. For its population, Puyallup has 40 times more chapter members than Seattle. What is it about us and Seattle and our chapter that we have so few members? It's becoming clear to me that as president, I actually have an intention that our chapter grow.

It is true that many of us in the Seattle Chapter are not even from Seattle anymore, if we ever were. Many of our members fly out of Crest and also belong to Chapter 441. Some of you fly out of Renton, some out of Auburn. I live in Bothell, which is closer to Chapter 1440 in Redmond. If I had an airplane I would probably leave it at Harvey Field in Snohomish. Chapter 84 is based at Harvey Field and draws on the whole Everett, north Puget Sound area.

I joined Chapter 26 about 30 years ago when I lived in Seattle and as long as I live in the Puget Sound area, I'll belong to Chapter 26. About 20 years ago I briefly visited the Arlington Ultralight Chapter. They were nice people who were mostly interested in flying; some building was going on, no design or original work that I could see. even though it was Arlington Airport, a hotbed of aviation.

Our Seattle chapter was the first and only EAA Chapter in the region. Then, anyone interested in sport aviation came to Chapter 26. Now, many other Chapters have been created in other places, some with different interests. What I see is, we have a solid core of very experienced builders, many technical people and engineers. But Seattle's general aviation airport, Boeing Field, is a more challenging place to fly from. Not exactly airport kid friendly.

There is just no relaxed place in the Seattle area for a sport aviation field. There is the water, though. Renton is very seaplane friendly. But I think Mat Lum has perhaps the most creative solution. Keep your plane at home, trailer it to a boat ramp and fly off the water. There are many more boat ramps than airports in Seattle.

Ron Borovec

On the Wreckord

Recent Homebuilt Accidents from the NTSB Web Page Mar. 2010

Kitfox - Mississippi: The pilot was departing about 75 yards behind another airplane in tandem formation. During the takeoff roll, the lead airplane aborted the takeoff. The second airplane was near rotation speed when its pilot aborted the takeoff as well. Wanting not to get too close to the lead airplane, he departed the runway off the left side. The airplane became airborne, stalled, and the left wing tip impacted the ground, spinning the airplane and resulting in substantial damage to the fuselage.

Velocity – Texas: The pilot had recently installed a 3-bladed propeller on the airplane and was performing maintenance on the propeller prior to takeoff. The airplane wreckage was found approximately 2 miles southeast of the airport. The airplane was inverted in a flat, lightly wooded area. An on-scene examination of the wreckage found fuel on-board and two fractured engine mounts. Additionally, one of the three propeller blades separated from the propeller hub and was found west of the wreckage. One fatality.

Bakeng Duce – California: A witness observed two airplanes flying in close proximity to each other. One of the airplanes was flying slower than the other airplane. The observed the airplanes maneuvering "dangerously" close to each other. The Duce appeared to make relatively shallow turns as compared with the maneuvers that the other airplane performed. A midair collision occurred while the Duce was flying in an easterly direction, and the unidentified airplane was climbing in a northerly direction. The Duce rolled into a 90-degree bank, a span of wing appeared to break off, and the airplane spiraled downward until impacting the ground. The outboard 5-foot-long span of the Duce's right wing was located about 1/4-mile from the main wreckage. The airplane's right wing main and aft spars were found fractured in multiple locations, about mid-span. Two fatalities. There was no sign of the other aircraft.

Zenair CH-701 – California: The pilot reported that he observed a strong crosswind from the right while on final approach to the destination airport. Just prior to touchdown, the airplane drifted to the left of the runway centerline. The airplane continued to drift and touched down in a grass-covered field adjacent to the runway surface. While on the landing roll, the airplane traveled downslope and the nosewheel became embedded in the terrain surface, resulting in it nosing over to an inverted position. The wind velocity at the time of the accident was about 20 knots, gusting to 30 knots.

Kitfox – North Carolina: About 20 minutes after departure, the engine began to surge. The pilot also noted that prior to the engine surges, he felt an unusual amount of heat on his left leg. He attempted to stabilize the engine with throttle adjustments; however the engine continued to lose power. During the forced landing, the right wing struck a tree. Post-accident investigation found that a 90-degree pipe that directs hot exhaust out of the engine muffler and overboard was broken off and missing. The exhaust pipe was not recovered at the accident site. Paint on the engine cowling adjacent to the missing exhaust pipe was scorched and bubbled. One of the air filter housings that attaches to one of the carburetors was deformed and showed signs of melting.

RV-6A - Michigan: Several witnesses reported observing the airplane shortly after takeoff flying and executing a number of turns. Prior to impact with terrain, the airplane "barely cleared the trees" and entered a steep left bank. The accident site revealed the left wing impacted terrain and the airplane came to rest upright. Each pilot had autopsy evidence of coronary artery disease and a previous heart attack, though it is possible that either or both were not aware of their heart disease. The pilot also had a history of a partial lung obstruction and glaucoma, neither of which appeared to have been causing symptoms or was likely to have affected his performance on the day of the accident. Two fatalities.

On the Wreckord continued

Recent Homebuilt Accidents from the NTSB Web Page Mar. 2010

Starduster – Texas: During the takeoff roll from a grass/turf runway, the biplane made a sharp right turn. The pilot applied rudder and aileron controls, however the airplane drifted to the right side of the runway and one of the right wing tips impacted a mesquite tree. Moments later, the right wing tips impacted the ground and the airplane nosed over and came to rest in the inverted position. Examination of the airplane's right landing gear leg revealed that it had buckled near the wheel, in an area that appeared to be corroded. The runway's surface was reportedly "rough."

Fly Baby – Texas: The private pilot conducted a run-up of the airplane's 65-horsepower engine prior to departure, since it had not been flown in the past 90 days. The engine produced full power and the pilot departed the private airstrip. Shortly after takeoff, the engine started to gradually lose power and the airplane was unable to maintain a normal climb rate. The pilot returned to the airport, but had to execute a go-around due to another airplane being on the runway. When he applied full power, black smoke was observed "belching" from the exhaust and the engine power continued to decline. The pilot made a forced landing to a field adjacent to the airstrip and subsequently the airplane sustained structural damage. The pilot reported that there was no air filter installed on the engine and he thought that a nest of mud-dauber wasps had built a nest in the air intake, vibrated loose, and was ingested into the carburetor intake.

Zenair CH-801 – Mississippi: According to a witness, the accident airplane did "three crow hops" before taking off. It then climbed up and joined the traffic pattern. When the airplane began its turn on to the final approach leg from the left base leg of the traffic pattern, the engine was heard to stop. The airplane was then observed to turn towards the west. It passed over the top of some pine trees and then impacted oak trees.

According to an FAA inspector, the airplane first made contact with a tree, then "pancaked" into a field, and a post impact fire ensued. Examination of the wreckage revealed no evidence of propeller rotation. Two fatalities.

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

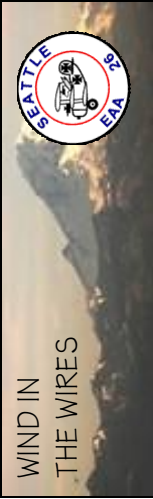
*Wanted: Partner(s) in building Experimental Twin * Looking for 1 or 2 partners for building a one of a kind, partially complete, experimental light twin - Wickham Model F. Similar to Partenavia P68. Aluminum, 6 place, est 2100 empty, 3600 gross, fixed mains, retractable nose wheel. Engines could be 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

NEWSLETTER



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The Newsletter of EAA Chapter 26

